N. W. P. R. R.—

Southern Division—

Sausalito, Cal.

# SAUSALITO

## TRANSIT BOOK

14.113.0122

T – 15

O. K.

W = C'

L = 1755

Wart to B = 515 ↓

" " " = 580 ↑

B to bldg = 80 ℄

300

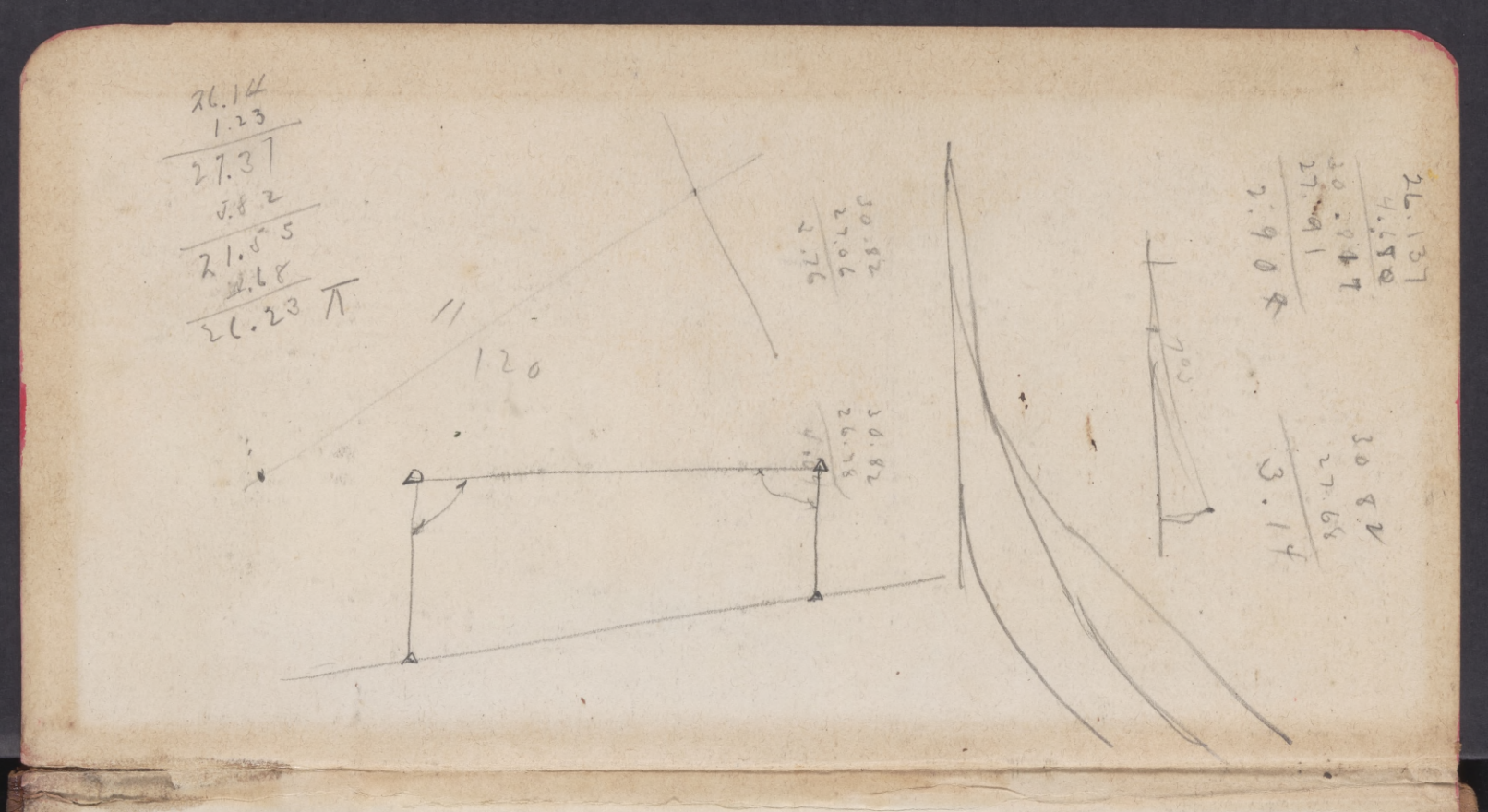
Douglas

No. 48478
MADE BY
The Hicks-Judd Company
Bookbinders, Printers
Loose Leaf Systems
51-65 First St. San Francisco
☆☆ Give above number when ordering
Duplicate

P

17 + 44.01 P.O.T.

Sewer - Shops -


26.14
1.23
27.37
0.82
21.55
1.68
26.23
120
27.2
70.42
28.05
26.92
28.05
26.137
4.458
30.595
27.91
2.904
30.82
27.68
3.14
70°

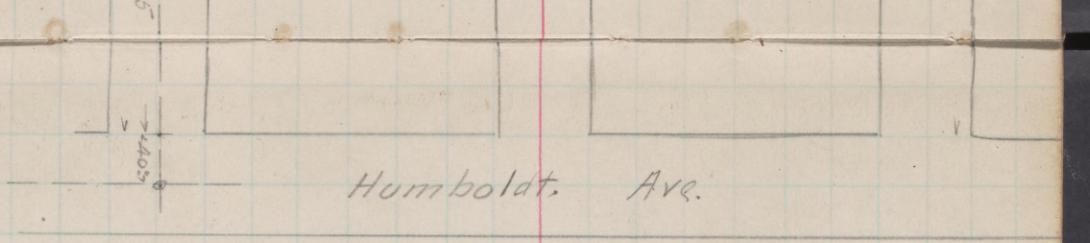
| | | | | |
|---|---|---|---|---|
| " | " | Steel in Tracks | #9 + 10 ✓ | 60 |
| " | " | " " " | 11 - 15 - 16 ✓ | 61 |
| " | " | " " " | 17 - 18 ✓ | 62 |
| " | " | " " " | 19 - 20 + 3 stub Tracks ✓ | 63 |
| " | " | " " " | 21 - 22 - 23 - 24 ✓ | 64 |
| " | " | " " ✓ | 25 - 26 - 27 - 28 - 29 ✓ | 65 |
| " | " | Tie to St. Cor. - P.I. | Bonita + Testa ✓ | 66-68 |

| | | | Page |
|---|---|---|---|
| Sausalito | | Track Location | 42 |
| " | Shops | Retaining Wall | 45 |
| | | Dist. Pile to Ferry Bldg. | 46 |
| " | | Bulkhead Location | 47 |
| " | | Dist. Bank to Outside Track | 48 |
| " | | Locating 8" Oil Pipe | 49 |
| " | | Locating Water Pipes on Wharf | 50 |
| " | | Length of Sheds | 51 |
| " | | Location of Bulkhead under Freight Wharf | 52 |
| " | | " Track #1 | 53 |
| " | Shops | Steel in Track #5 + #6 | 55 |
| " | " | " " " " #3-4-5 | 56 |
| " | " | " " " " #6-#13 | 57 |
| " | " | Track #6 Location of Leads - Frogs | 58 |
| " | " | Steel in Track #7-8 + Turntable Track | 59 |
| " | " | Steel in Track #9 + 10 | 60 |

| | | | |
|---|---|---|---|
| Sausalito | Shops | ✓ Prop. grade Changes at Oil Column. | Pg. 25-26 |
| " | | ✓ Location Arks. etc. Johnison St - Shop Sw. | 22-24. |
| " | | ✓ Grade Changes. | 25. |
| " | Yard. | ✓ Levels over Track near old Column. | 26. |
| " | Shops | ✓ Retaining Wall. | 27. |
| " | | ✓ Tie between Ferry Bldg. & ℄ Slip Nº 2. | 28. |
| " | " | ✓ Wall. | 29 |
| " | | ✓ Intersection of ℄ of 1st. & 2nd. Floor Aprons Slip No. 1 Sausalito Ferry Bldg. | 30 |
| " | Shops | ✓ Retaining Wall - Levels over prop. base | 31 |
| " | | X-Sections along Water Front | 32-4 |
| " | | X-Section Under Wharf ▽ bet. Bulkheads | 35. |
| " | | ✓ Location Dolphins at Laganitus Tie-up. | 36 |
| " | | ✓ Terminal - Location Track #11 as per 1-23-15 | 37 |
| " | | ✓ Notes from Mr. Cadwell | 38-40 |
| " | | ✓ Ties to Base Line ▽ City | 41 |

# Index - Book 15-

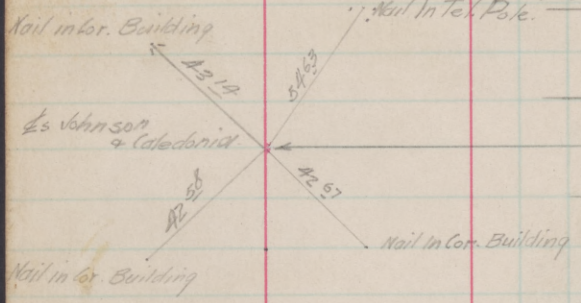

| | | Page. |
|---|---|---|
| Sausalito | ✓ Ties to R. of W. | 1. |
| " | ✓ Monument at The intersection of the E.s of the 40ft. and 60 ft. Portions of Water St. | 2. |
| " | ✓ Notes on Tide Land Survey. | 3. |
| " | ✓ Monuments on Johnson St. | 4. |
| " | ✓ Location of Intersection of Railroad Ave. and Humbolt Ave. from Johnson & Caledonia. | 5. |
| " | ✓ Location of Bents on New Wharf. | 6. |
| " | ✓ Levels and Data in Front of Ferry Bldg. | 7. 10 |
| " | ✓ New Wharf. | 11. |
| " | ✓ Connection btw. Tracks 9-10-11 | 12. |
| " | ✓ X section for Fixing Grades at Sausalito Bldg Pt. | 17. |
| " | ✓ Grades for Paving. | 18.-20 |
| Pine | ✓ Location Steps. | 21.- |
| Sausalito Shops | ✓ Prop. grade Changes at Oil Column | Pg. 25-26 |

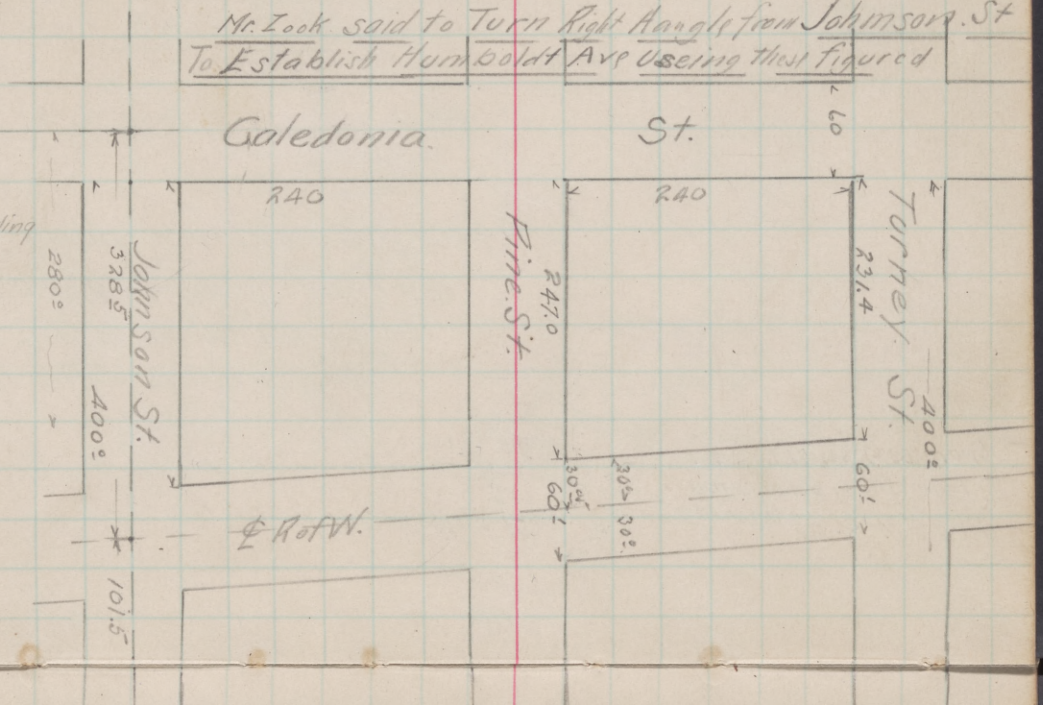

40'
Humboldt. Ave.

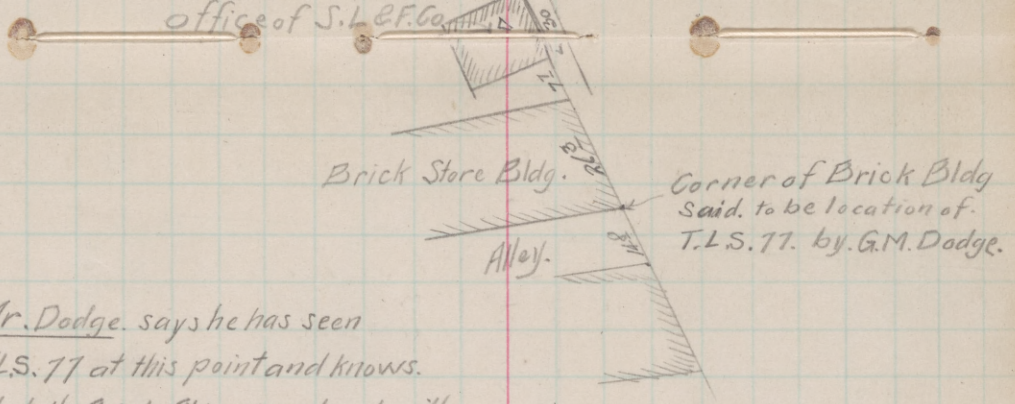
# Sausalito - Ties to R of W.

Notes from Mr. F. K. Zook to F.H.G 8-26-1914

Mr. Zook said to Turn Right Angle from Johnson St To Establish Hum Boldt Ave Useing these figured

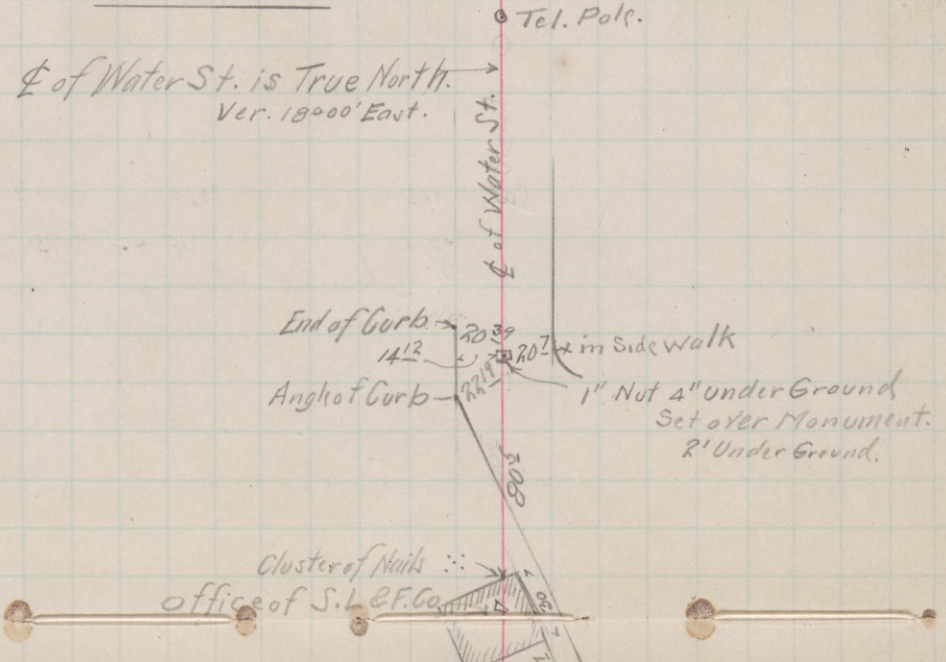


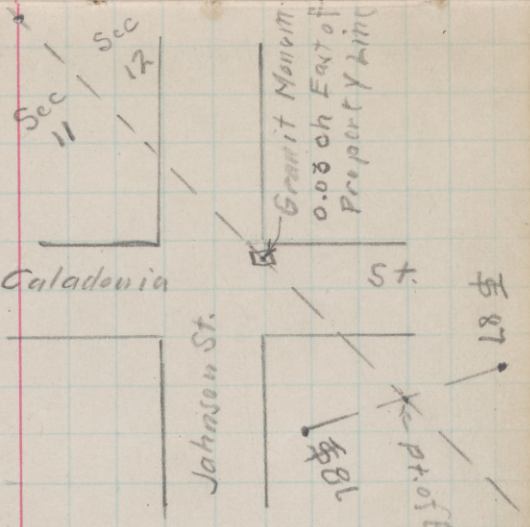



Mr. Dodge. says he has seen
T.L.S. 77 at this point and knows.
that the Brick Bldg. was placed with
its corner located where stake stood.

# Sausalito. Monument at The intersection of the ℄'s of the 40ft and 60ft portion of WATER St.



| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 73 | N | 0¼ | W | 1.46 | " | " | " | 74 | 96.36 |
| 74 | N | 19½ | W | 1.65 | " | " | " | 75 | 108.80 |
| 75 | N | 18¾ | E | 2.16 | " | " | " | 76 | 142.56 |
| 76 | N | 21½ | E | 1.97 | " | " | " | 77 | 130.02 |
| 77 | N | 24½ | W | 2.91 | " | " | " | 78 | 192.06 |
| 78 | N | 38½ | W | 2.53 | " | " | " | 79 | 172.98 |
| 79 | N | 23° | W | 2.77 | " | " | " | 80 | 182.82 |
| 80 | N | 50½ | W | 6.50 | " | " | " | 81 | 429.00 |
| 81 | N | 38½ | W | 2.90 | " | " | " | 82 | 191.4 |
| 82 | N | 53½ | W | 4.50 | " | " | " | 83 | 297.00 |
| 83 | N | 64 | W | 3.00 | " | " | " | 84 | 198.00 |
| 84 | N | 68 | W | 5.09 | " | " | " | 85 | 335.94 |
| 85 | N | 34¼ | W | 3.30 | " | " | " | 86 | 217.80 |
| 86 | N | 43¼ | W | 0.98 | ch to line between Section | | | | 64.68 |
| 86 | N | 43¼ | W | 4.79 | " | " | Stake 87 T.L.S. | | 316.14 |




11-12 the place of beg.

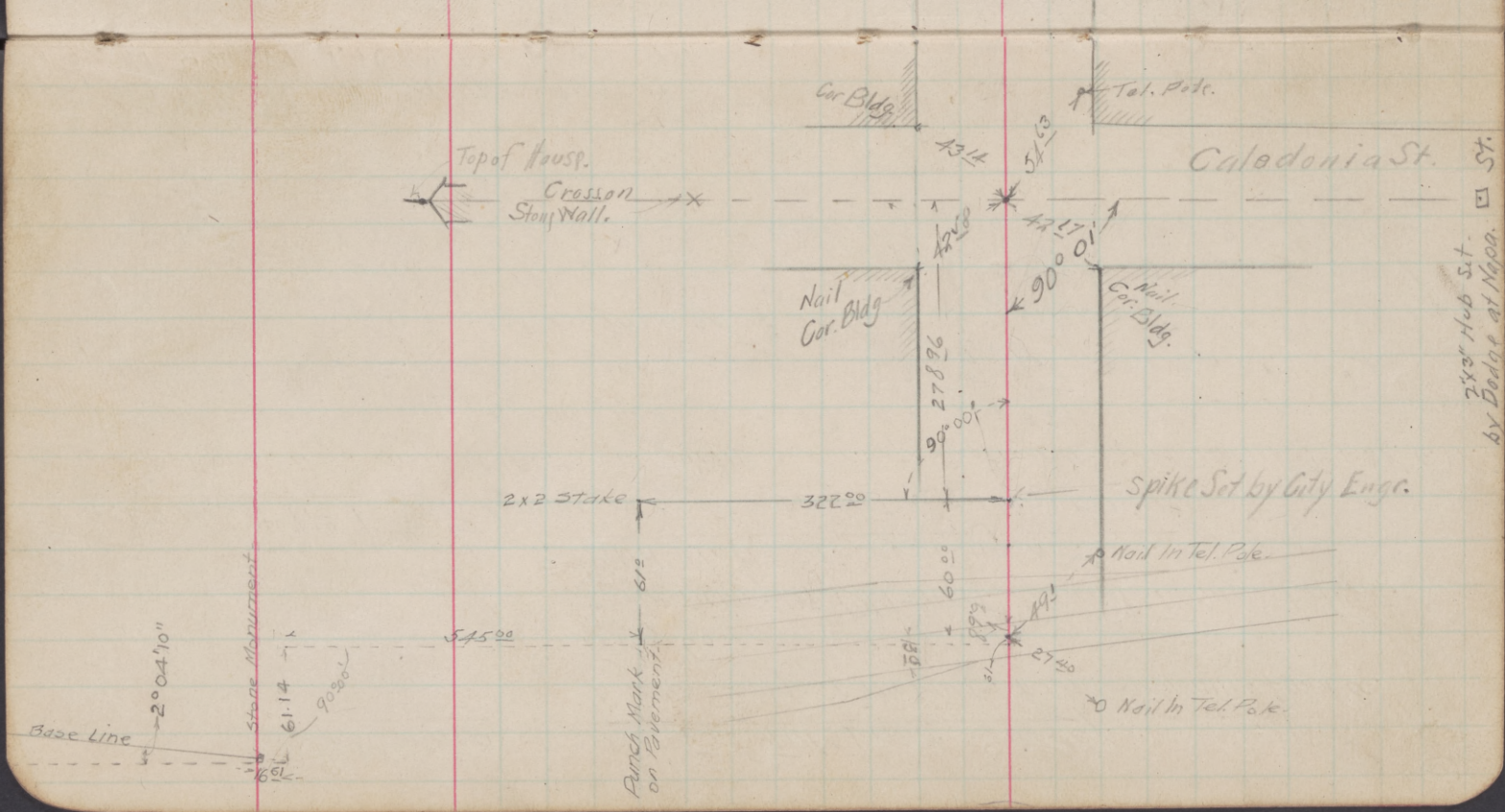
Sausalito

# Notes of Tide Land Survey.

Covering some of the lands of the Sausalito Land & Ferry Co.
from vicinity of Old Wharf. present Terminal depot. and Water St. running. Northwesterly.

**Tide Land Lot No 1** Begining. at ordinary high tide on Line between Sections 11-12 distant 50.70 ch. north of cor. of Section 11-12-13-14 in T-1-SR. 6 W. Thence along sec line North. 9.14 ch. (603.24) to line of low tide, thence along low tide N 69½° E 2.49 ch (164.34) to stake; thence "F" S 3½ E 11.32 ch (747.12) to stake thence "E" S 88½ E 7.81 ch (515.46) to stake; thence "D" S 53¼° E 6.00 ch (396 ft) to Stake; thence "C" S 38° E 12.04 ch (794.64) to stake; thence "B" S 25 3/4° E 6.44 ch (425.04) to Stake; thence "A" S 10½ W 11.21 ch (743.16) to Stake thence along Line of ord high tide & boundary of Rancho Sausalito.

72 - N 15½ W 1.70 ch to Stake 73 T.L.S. 112 ft
73 - N 0¼ W 1.41 " " " 74 96.36
74 N 19½ W 1.65 " " " 75 108.80


Cor. Bldg.
Tel. Pole.
Caledonia St.
Top of House.
Crotton Stone Wall.
Nail Cor. Bldg.
Nail Cor. Bldg.
90° 00'
90° 00'
2x2 Stake
Spike Set by City Engr.
Nail In Tel. Pole.
Nail In Tel. Pole.
Base Line
Stone Monument
Bench Mark on Pavement
2x2" Hub S.t. by Dodge at Noon.
St.

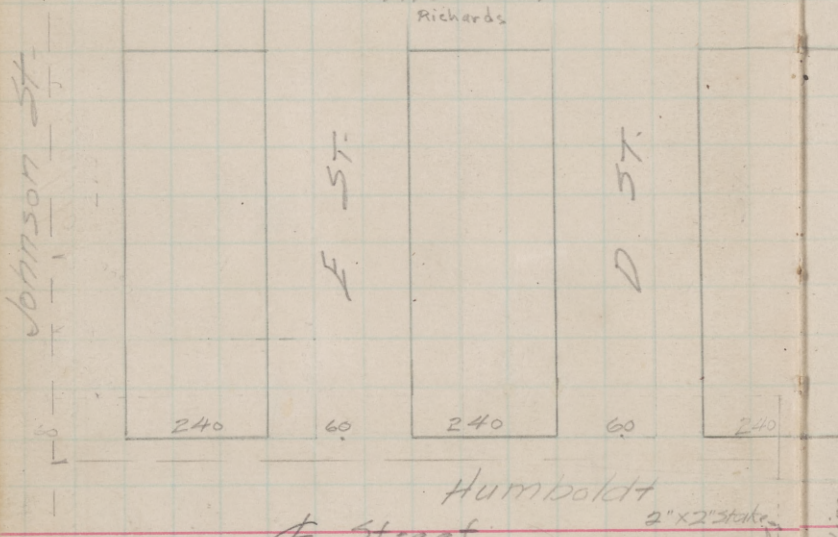
# Sausalito Monuments on Johnson St

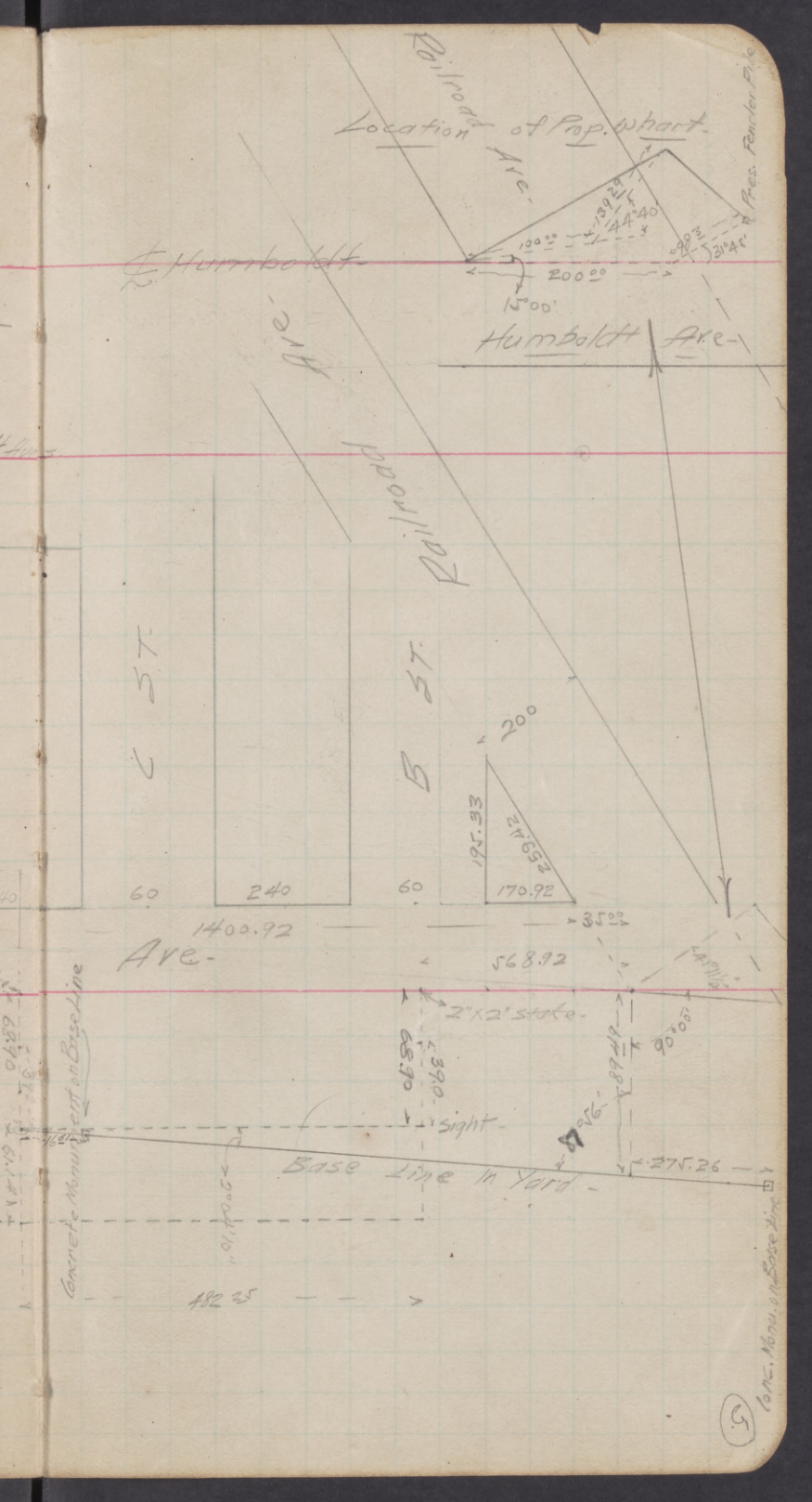
— Sausalito —

Location of Intersection of Railroad Ave- and Humboldt Ave- as Carried from Johnson & Caledonia Sts-

Location of New Wharf at R.R. & Humboldt Ave-

W.J.R. 1-29-14

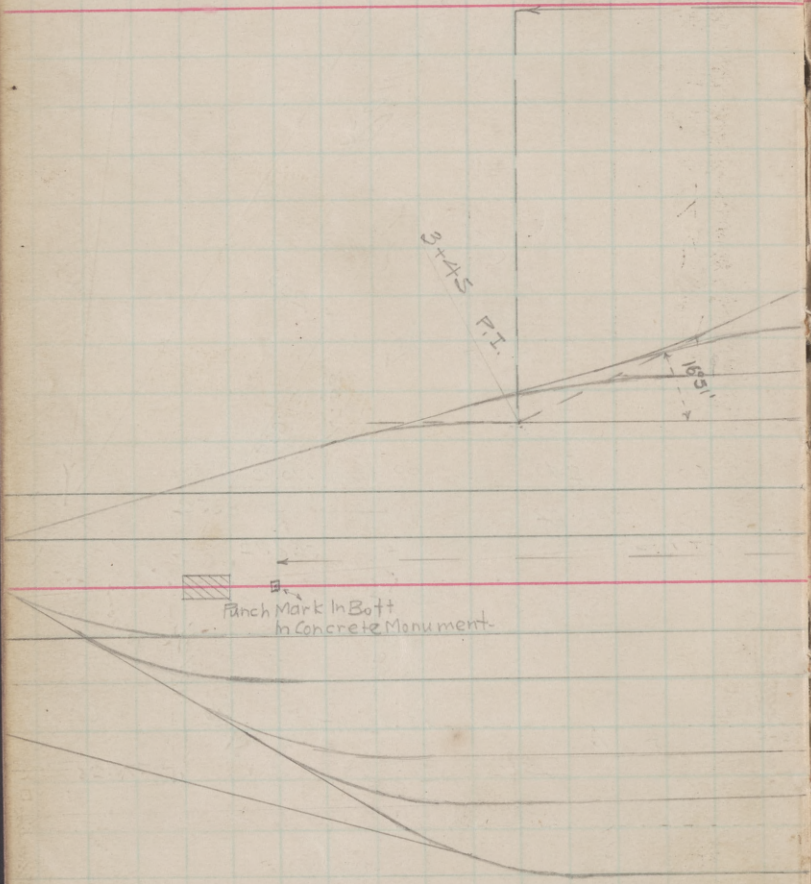


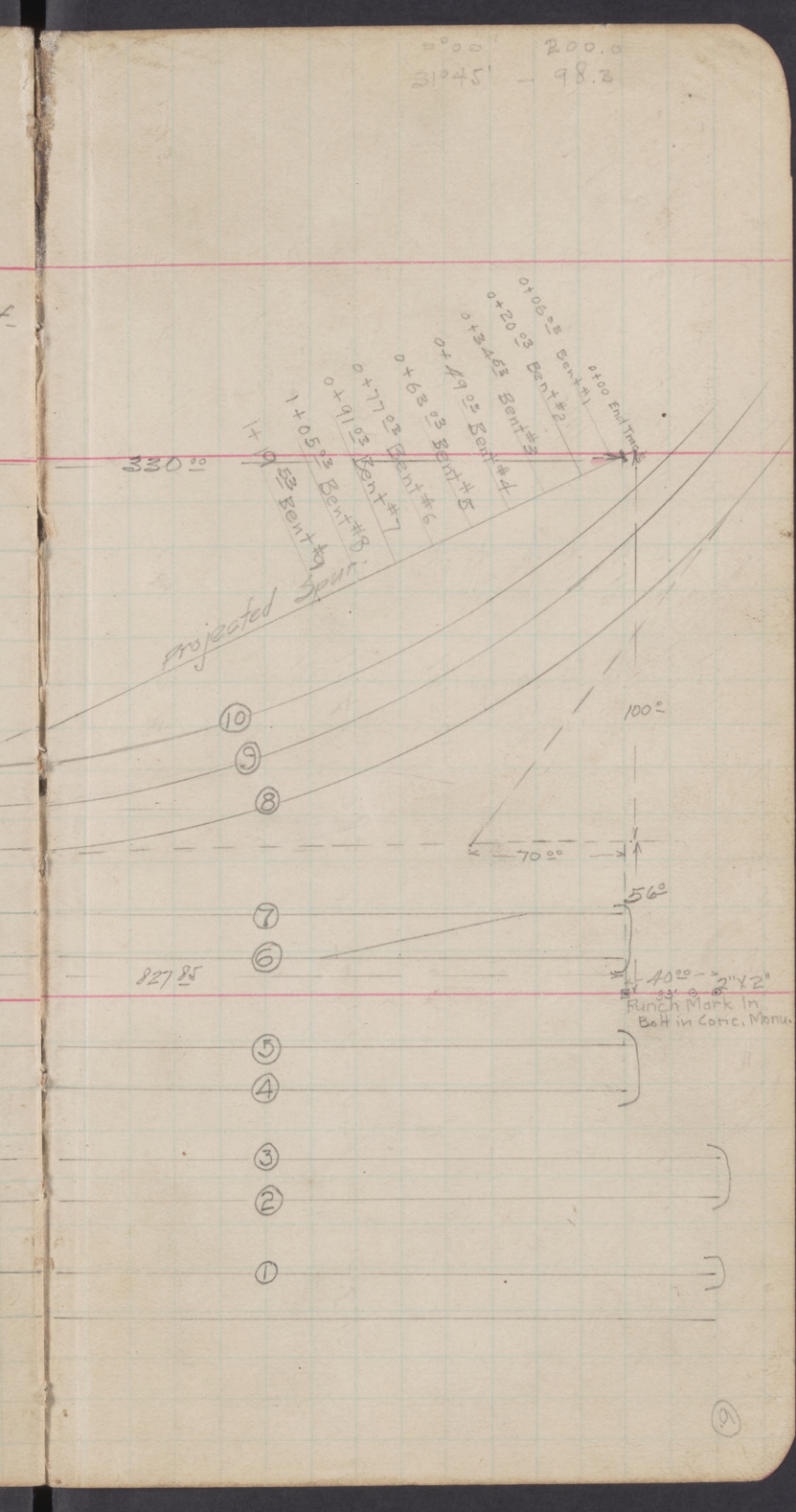

Railroad Ave.
Location of Prop. wharf
Pres. Feeder Pipe
Humboldt
Humboldt Ave.
Humboldt Ave.
Railroad
E ST.
B ST.
200
195.33
170.92
60
240
60
1400.92
Ave.
568.92
2"x2" stake
Sight
Base Line in Yard
375.26
482.35
Concrete Monument on Base Line
10 M.I. N.D.W. on Base Line

- Sausalito -

Showing location of Bents on New Wharf -
Driving Commenced Aug 28, 1914.

W. J. C. 8/28/14




330°
0+00 End Trnl.
0+06.28 Bent #1
0+20.03 Bent #2
0+34.63 Bent #3
0+49.03 Bent #4
0+63.03 Bent #5
0+77.03 Bent #6
0+91.03 Bent #7
1+05.03 Bent #8
1+19.53 Bent #9
Projected Spur
100°
70°
56°
40°
827.85
Punch Mark In Bolt in Conc. Monu.
10
9
8
7
6
5
4
3
2
1

| | | | | |
|---|---|---|---|---|
| 0+43 | Top of Grating | 4.89 | 13.13 | |
| 0+67 | | 3.66 | 14.36 | |
| 0+62 | Top of Curb | 2.61 | 15.41 | |
| 0+76.5 | Bumper Top- | 0.55 | 17.47 | |
| 0+98 | Top of Rail | 3.60 | 14.42 | 2.92 Top of Curb - 0+98 - - - 15.10 |
| ℄ Bet #1 & #2 | | | | |
| 0+00 | Floor Depot | 4.30 | 13.72 | |
| 0+15 | | 4.53 | 13.49 | |
| 0+30 | | 4.64 | 13.38 | |
| 0+43 | Top of Grating | 4.99 | 13.03 | |
| 0+74 | | 3.18 | 14.84 | |
| 0+87 | End Shelter Shed | 2.76 | 15.26 | |
| 0+87 | Top of Curb | 2.91 | 15.11 | |

[Cont. on Page # 9.]

— Sausalito —

## - Levels And Data In Front of Ferry Bldg -



13.621 B.M. on Cor. Concrete N.W. Cor Ferry Bldg

| | | | |
|---|---|---|---|
| | 4.40 | 18.021 | |
| Line West Fence Garden - | | | |
| 0+15 | | 4.50 | 13.52 |
| 0+30 | | 4.56 | 13.46 |
| 0+43 | On side Walk. | 4.47 | 13.55 |
| 0+62 | " | 4.26 | 13.76 |
| 0+62 | On Curb | 3.09 | 14.93 |
| ℄ Track #1 | | | |
| 0+00 | | 4.39 | 13.73 |
| 0+15 | | 4.49 | 13.53 |
| 0+30 | | 4.59 | 13.43 |

Note - 0+00 of each line is face of Ferry Bldg.

This date for calculation of yardage necessary to construct platform.

| | | | |
|---|---|---|---|
| 0+00 | | 4.80 | 13.22 |
| 0+15 | | 4.75 | 13.27 |
| 0+30 | | 4.80 | 13.22 |
| 0+43 | Grating | 5.00 | 13.02 |
| 0+67 | | 3.78 | 14.24 |
| 0+87 | End of Shelter Shed | 2.82 | 15.20 |
| 1+00 | | 2.70 | 15.32 |
| 1+00 | Curb on Rt. | 2.91 | 15.11 |
| 0+87 | " " Lt. | 2.84 | 15.18 |
| | | | |
| ℄ Bet #4 & #5 | | | |
| 0+00 | | 4.61 | 13.41 |
| 0+15 | | 4.65 | 13.37 |
| 0+30 | | 4.59 | 13.43 |

[Cont. on Page 9]

18.021

℄ Bet- #2 × #3

| | | | |
|---|---|---|---|
| 0+00 | Floor of Depot | 4.30 | 13.72 |
| 0+15 | | 4.63 | 13.39 |
| 0+30 | | 4.80 | 13.22 |
| 0+42 | Grating | 4.98 | 13.04 |
| 0+66 | Platform | 3.32 | 14.70 |
| 0+66 | Curb | 2.45 | 15.57 |
| 0+71 | Top Conc. Bumper | 0.60 | 17.42 |

℄ Bet- #3 × #4

| | | | |
|---|---|---|---|
| 0-15 | End of Ferry Gangway | 4.45 | 13.57 |

| | | | |
|---|---|---|---|
| 0+43 | Grating | 4.95 | 13.07 |
| 0+63 | | 3.63 | 14.39 |
| 0+93 | | 3.13 | 14.89 |
| 1+00 | | 3.03 | 14.99 |
| 1+00 | Carbon Lt. | 3.03 | 14.99 |
| 1+00 | Carbon Rt. | 3.31 | 14.71 |

℄ Bet #6 & #7

| | | | |
|---|---|---|---|
| 0+00 | Floor Depot | 4.70 | 13.32 |
| 0+15 | | 4.73 | 13.29 |
| 0+30 | | 4.57 | 13.45 |
| 0+43 | | 4.73 | 13.29 |

(Cont. on #10)

18.02

℄ Bef #4 x #5 -

| | | | |
|---|---|---|---|
| 0+43 | Grating | 5.00 | 13.02 |
| 0+60 | | 3.51 | 14.51 |
| 0+98 ± | Platform | 3.05 | 14.97 |
| 0+98 ± | Curb | 2.43 | 15.59 |
| 1+03 ± | Bp Conc. Bumper | 0.56 | 17.46 |

℄ Bef #5 & #6

| | | | |
|---|---|---|---|
| 0+00 | Floor Depot | 4.56 | 13.46 |
| 0+15 | | 4.60 | 13.42 |
| 0+30 | | 4.55 | 13.47 |

B. M. 473 13.29 No. East Cor. Ferry Bldg Conc. Foundation

18.02

℄ Bet #6 & #7

| | | | |
|---|---|---|---|
| 0+60 | | 4.00 | 14.02 |
| 0+88 | Platform - | 3.46 | 14.62 |
| 0+88 | Top of Curb - | 2.46 | 15.62 |
| 0+97 | Top Conc. Bumper | 0.52 | 17.50 |
| 1+10 | Top of Rail #6 & #7 | 3.93 | 14.09 |

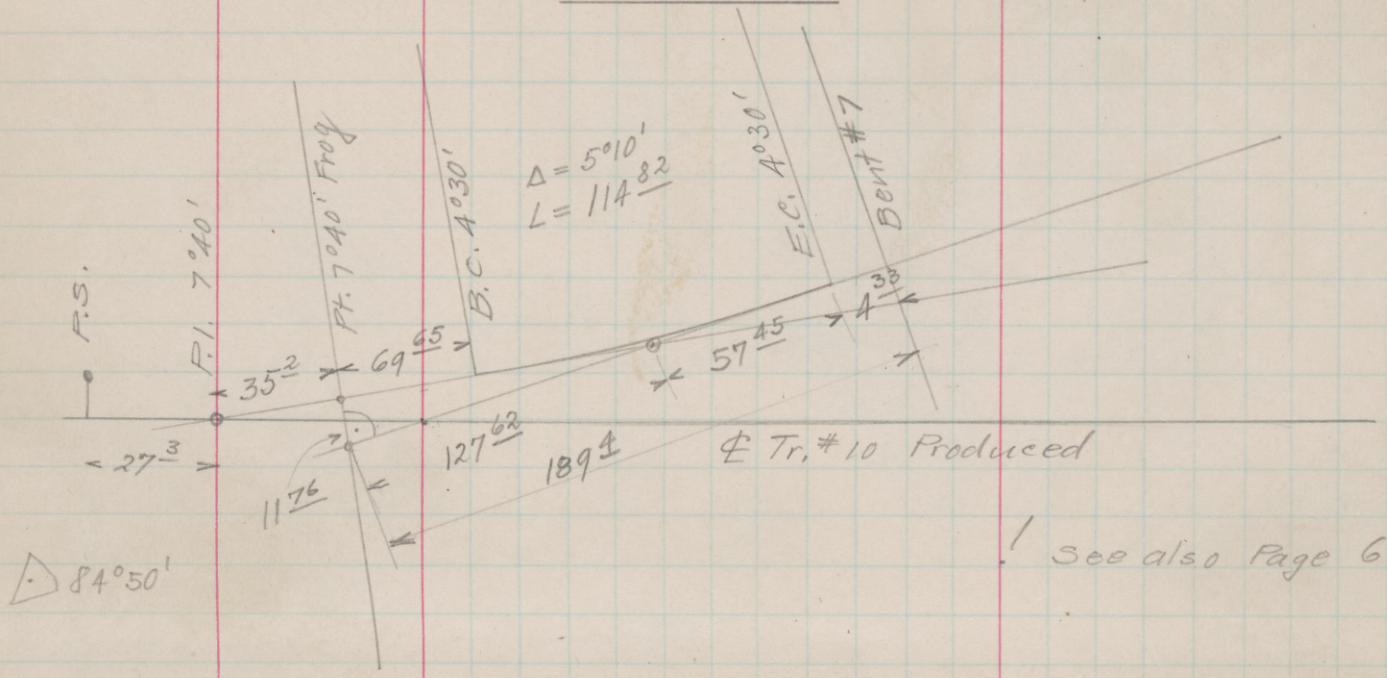
No. Line of Prop Paving:

| | | | |
|---|---|---|---|
| 0+26 | End of Gangway | 4.16 | 13.86 |
| 0+43 | | 4.71 | 13.31 |
| 0+92 | | 4.02 | 14.00 |

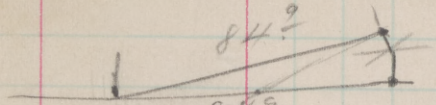
1°40
1 40
3°20'

# Sausalito

Sept. 7th — 14

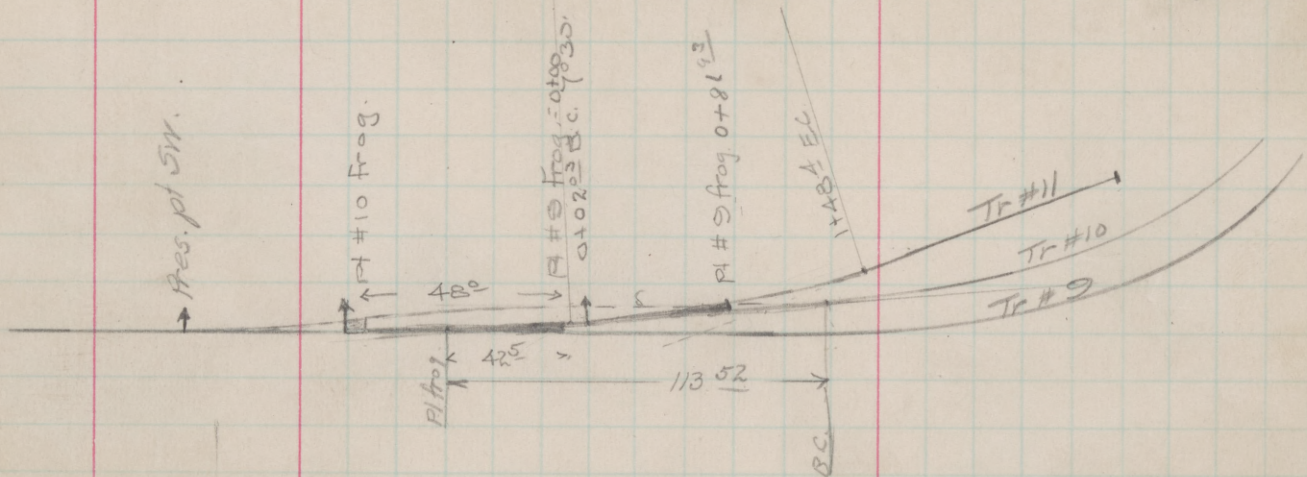



! See also Page 6. !


8 44 9
8.45.
2 01
86 65

# Sausalito Connect. btw. Tracks 9-10-11

Oct. 1914.



13.621 B.M. on Conc. Foundation N.W. Cor. Ferry Bldg.

4.405 18.026

Along West Line of Bldg.

| | | | |
|---|---|---|---|
| 0+00 | Face of Depot | 4.33 | 13.70 |
| 0+15 | | 4.42 | 13.61 |
| 0+30 | | 4.51 | 13.52 |
| 0+40.5 | Sidewalk | 4.57 | 13.46 |
| 0+00 | Face of Depot | 4.33 | 13.70 |
| 0+15 | | 4.58 | 13.45 |
| 0+30 | | 4.83 | 13.20 |

20.03

X-Section Along Line 90°R4 at 4+00

| | | | | |
|---|---|---|---|---|
| 0+00 | On Curb Line | | | |
| 0+09 | Top of Platform - | 4.75 | 14 11 | 15.28 |
| 0+19 | on Curb | 5.21 | 13 65 | 14.82 |
| 0+24.2 | ℄ #8 Top of Rail | 6.14 | 12 72 | 13.89 |
| 0+39.0 | ℄ #9 " " " | 6.26 | 12 60 | 13 77 |
| 0+49.9 | Top of Tie ℄ #10 | 6.45 | 12 41 | 13 58 |
| 0+60 | Edge of Embankment | 6.30 | 12 56 | 13 73 |

| | | | |
|---|---|---|---|
| 0+36.5 | | 4.70 | 14 16 |
| 0+43 | ℄ Tr #8 | 4.85 | 14 01 |
| 0+59.9 | " " 9 | 4.84 | 14 02 |
| 0+72.5 | ℄ Tr #10 | 5.18 | 13 68 |
| 0+81 | Present Line of Wharf | 5.19 | 13 67 |

20.03

Section along Line 90° Rt at 3+50 ← X-X

| | | | |
|---|---|---|---|
| 0+00 | | | |
| 0+24.5 | ℄ Track #8 | 6.11 | 12 75 |
| 0+39.4 | " " #9 | 6.00 | 12 86 |
| 0+52.3 | ℄ " #10 | 6.35 | 12 51 |
| 0+87 | Present Line of Wharf. | | |

1886

X Section Along Line 90° Rt at 0+82.5

| | | | |
|---|---|---|---|
| 0+00 | 4.77 | 14.09 | on H Line |
| 0+30 | 4.99 | 13.87 | Y-Y |
| 0+50 Present Line of Bulkhead | 4.95 | 13.91 | |
| 0+77 ℄ Tr 8 Top Rail | 4.96 | 13.90 | |
| 0+92 " " 9 " " | | | |
| 1+05 " " 10 " " | | | |
| 1+32.5 Line New Wharf | | 13.70 | |

Section Along Line 90° Rt at 2+00

| | | |
|---|---|---|
| 0+00 | | |
| 0+3, Present Line of Bulkhead | 4.07 | 14.79 |

| | | | |
|---|---|---|---|
| 1+28 | Top Rail Tr 10 | 5.00 | 1386 |
| 1+41 | E line of Wharf | 5.41 | 1345 |

Section Along line 90° Rt at 0+43 - Line of Gutter.

| | | | |
|---|---|---|---|
| 0+00 | | 5. | 1314 |
| 0+27 | On Edge of Old Wharf. | 5.62 | 1344 |
| 0+39 | " Old Wharf. | 5.19 | 1367 |
| 0+59 | On Line of Wharf | 5.01 | 1385 |
| 0+67 | " " " Present Bulkhead. | 5.05 | 1381 |
| 0+92 | ℄ Tr 8 | 4.90 | 1396 |
| 0+108 | ℄ " 9 | 4.90 | 1396 |
| 0+120 | " " 10 | 4.92 | 1394 |
| 0+133 | East Line Wharf | 5.32 | 1354 |

20.03

| | | | | | |
|---|---|---|---|---|---|
| 6 | | 4.96 | 5.69 | Top of Rail | 4.92 ℄ Platform |
| +50 | | 5.06 | 5.83 | " " " | 5.07 " " |
| 7 | | 5.16 | 5.94 | " " " | 5.13 " " |
| +54 | Top of End of Curb | 5.13 | 5.96 | " " " | 5.10 " " |
| +54 | Ground Level | 6.50 | | | |

For Build. to Wharf. 18.86

| | | | |
|---|---|---|---|
| 0+00 | | | |
| 0+23.5 | ℄ Aprons | 5.32 | 1354 |
| 0+38 | Old Wharf Line | 5.24 | 1362 |
| 1+05 | Top Rail Tr. 8 | 5.02 | 1384 |
| 1+20.5 | " " Tr 9 | 5.00 | 1386 |

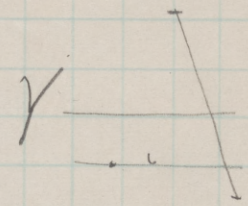
| | | | | | | |
|---|---|---|---|---|---|---|
| 0+84 | Bot. Conc. Curb | | | 4.54 | 14 32 | |
| 0+89 | Top Conc Curb | | | 3.02 | 15 83 | |
| 0+92 | Top Conc. Curb | | | 2.85 | 16 01 | |
| 0+92.5 | Top Conc. Bumper | | | 1.44 | 17 42 | |
| 1+02.5 | End Conc Bumper | | | 4.56 | 14 36 | |
| 1+50 | | | | 4.57 | 14 29 | 4.79 Top of Rail |
| 2+00 | | | | 4.86 | 14 00 | 4.74 " " " |
| +07 | Line of Bulkhead. | | | 4.96 | 13 90 | |
| +50 | | | | 4.60 | 14 26 | 5.73 " " " |
| 3 | | | | 4.69 | 14 19 | 5.77 |
| +50 | | | | 4.90 | 13 96 | 5.90 " " " |
| +65 | Top of Curb | | | 3.95 | 15 01 | " " " |
| 4 | " " | | | 3.80 | 15 06 | 5.66 " " " |
| 0 | | 6.17 | 20.03 | 5.00 | 13.86 | |
| +50 | | | | 4.76 | | 5.55 " " " |
| 5 | | | | 4.86 | | 5.62 |
| +50 | | | | 4.81 | | 5.67 4.78 ± Plat. |

X-Section for Fixing Grades at Sausalito Ferry Bldg' Platform -

9-28-14

13.62 f BM. Conc. Found. N.W. Cor. Bldg'

| | | 5.24 | 18.86 |
|---|---|---|---|
| 0+00 = Face of Bldg | | 4.44 | 14.42 |
| 0+60 ℄ Track #3 | | 4.06 | 14.80 |
| 0+71 ℄ Bet 4 & 5 | | 4.13 | 14.73 |
| 0+78 ℄ " 5 & 6 | | 4.48 | 14.38 |
| 0+82.5 ℄ " 6 & 7 | | 4.77 | 14.09 |



Along East Curb Line Track #7

| | | | |
|---|---|---|---|
| 0+00 | | 5.31 | 13.55 |
| 0+43 | On Line of Gutter | 5.62 | 13.14 |
| 0+75 | Sur. Platform | 4.75 | 14.11 |
| 0+89 | Bot. Con. Curb | 4.54 | 14.32 |
| 0+89 | Top Con. Curb | 3.04 | 15.82 |

Bottom of Drain.

0+00 = Post from N.W. Corner. Elev. 11.12

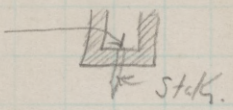
40 = " 10.841

52 = " 10.764

67 =

82 = " 10.558

97 = " 10.456.



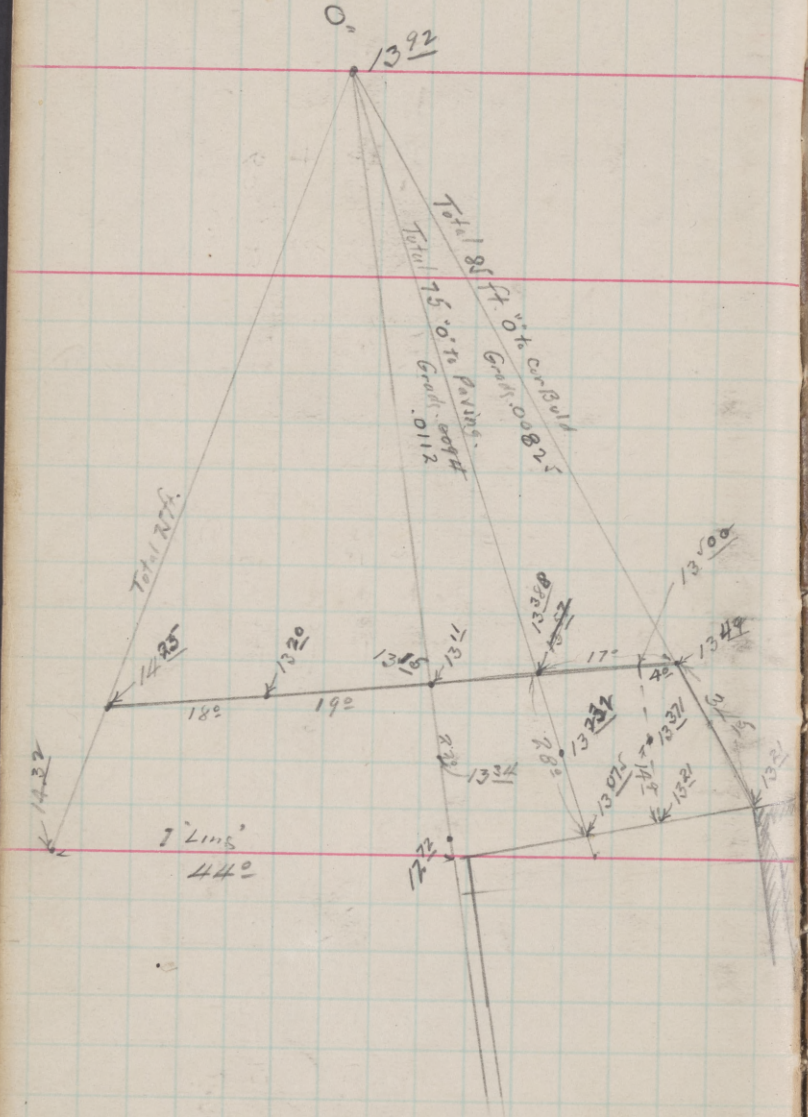

B.M. 13 621

Sansalito — Grades for Paving. — H & S.B. — 10-4-10 — (18)

T 18.5 L1

| F Lins | Finish Grade | Cons Grade | | | | | | | J" Lins | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0+00 | 13 60 | 13 48 ✓ | 13 47 | 13 35 ✓ | 13 421 | 13 30 ✓ | 13 32 | 13 200 ✓ | 13 300 | 13 18 ✓ |
| 0+15 | 13 4 | 13 28 ✓ | | 13 N ✓ | | 13 195 ✓ | 13 21 | 13 140 ✓ | ✓ | 13 13 ✓ |
| 0+30 | 13 ± | 13 08 ✓ | 13 ± | 13 08 ✓ | 13 ± | 13 08 ✓ | 13 20 | 13 08 ✓ | 13 ± | 13 08 ✓ |
| 0+44 ℄ Drain | 12 8 | | 12 8 | | 12 8 | | 12 8 | | 12 8 | |

Top. of. Concrete



Sausatito Term.

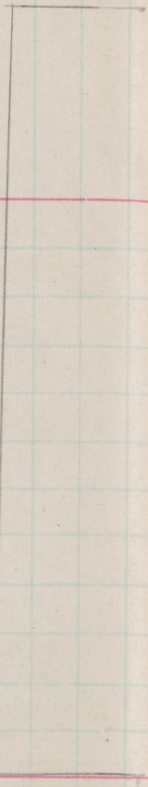
Stakes set Oct 15-1914 for Top of Concrete as per B.P. #4067-5-
Corections as made by W.W.W. as follows (1 inch allowance for top)

| | | | |
|---|---|---|---|
| Line "C" | 14+ 17- | 14+ 24+ | 15- 31+ |
| Line "E" | 14+ 19+ | 14+ 27+ | 15- 34 |
| Line "F" | 14+ 32 | | |
| Line "G" | 14+ 38 | 14+ 43 | 15- 48 |
| Line "H" | 14 16/32 | | |
| Line "I" | 14+ 44 | | |

All distances are from edge of Drain.

F.H.Gilman.

(17)



# Paving at Sausalito 10-20-1914

$57.6 \times 32\frac{1}{2} = 1854.72$

$32\frac{1}{2} \times 48\frac{1}{2} = 1561.70$

$51 \times 54 = 2754.$

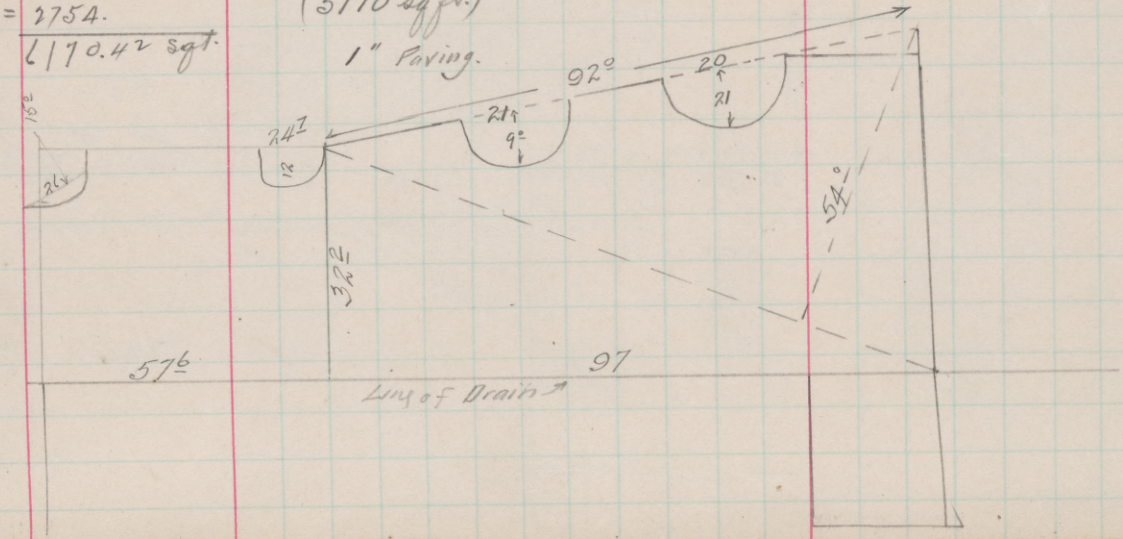
$6170.42$ sqft.

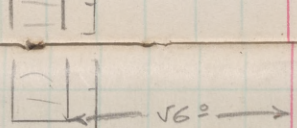
$6170.42 - 1005.9 = 5164.5^2$

| | | |
|---|---|---|
| $24.7 \times 12$ | $296.4$ | |
| $15 \times 13$ | $195.$ | |
| $10\frac{1}{2} \times 9$ | $94.5$ | |
| $21 \times 20$ | $420.0$ | |
| | $1005.9$ | |

(5170 sq ft.)

1" Paving.






H6+ 88 End Steps.

For Additional Fences past this point
See X Section Notes Showing ℄ Co Road
and ℄ W. B. Track.

℄ W. B. Track

Pine - Location Steps.

(1)

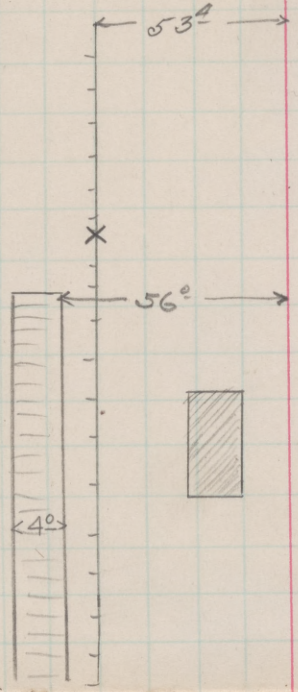
+99 End Fence 53 ft out.

+83 Turnstyle

+61 End Steps 56 out.

+28 W.L. Depot.

47+00



+00 [illegible] P.I. D.M.L.&Co. Wharf.

3

+99 Rt. Ls " " "

+55 P.I. "

+51 Rt. Ls

+16 P.I. Ark.

+13 Rt. Ls Ark.

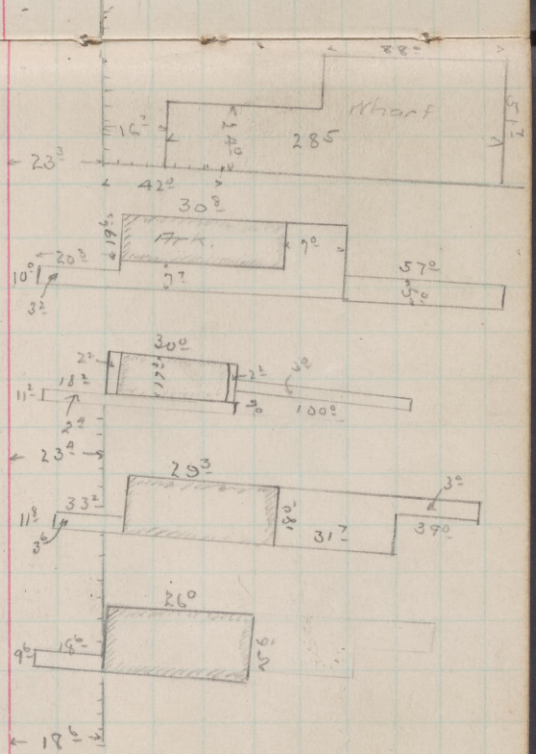
2+00

+61 W.L Ark Bohemian M.B.C.

1+00 W.L Ark.

+47 B.G. Fence

0+00 E.L. Johnson St.



Sausalito Location Arks etc on Bayside Btw. Johnson St & Shop Sw. (22)

+01.1 P.L.

6

+99.1 R.L. Boat No.

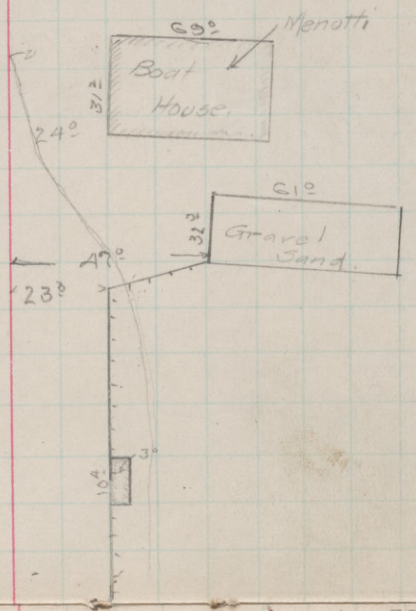
+06.4 W.L. Sand + Gravel Bin.

+01.3 Fence Cor.

5

1

+98.7 W.L. Eng House.



11

10

+ 20± End fence

9

+ 49.4± P.I. Ho.

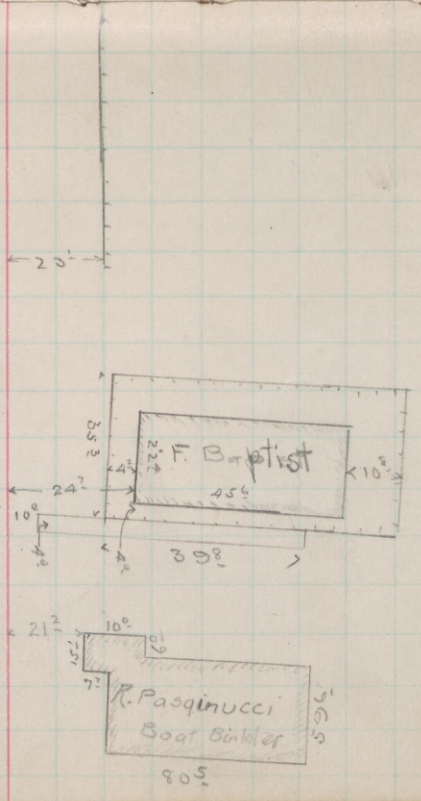
+ 47.8± Rt. L "

8

+ 10.8± Rt. La Boat Ho

+ 10.0± P.I. " "

7



Location Arks etc. Johnson St. to Strup Ave. (23)

15

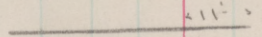
+73 ℄ 3°×1° Box 7B

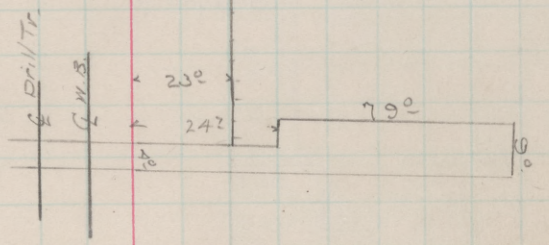
14

13

12+00
+94 P.L. & Mason
+93 Rt. to. & Wharf.

+41 End Fence.



19

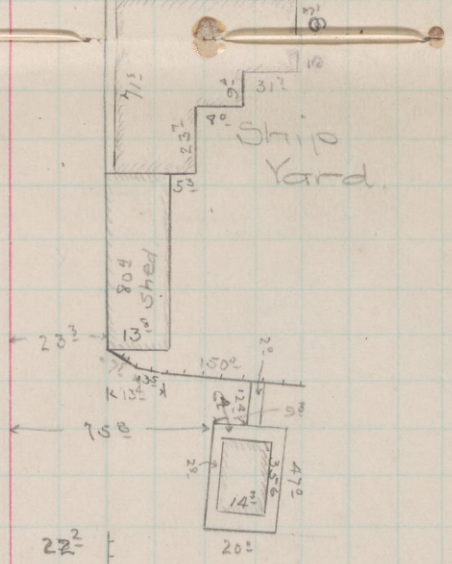
+06.6 P.I. } Fence.
+05.4 Rt Ls }

18

+44.8 P.I. Ho.
+43.1 Rt Ls. " End fence.

17

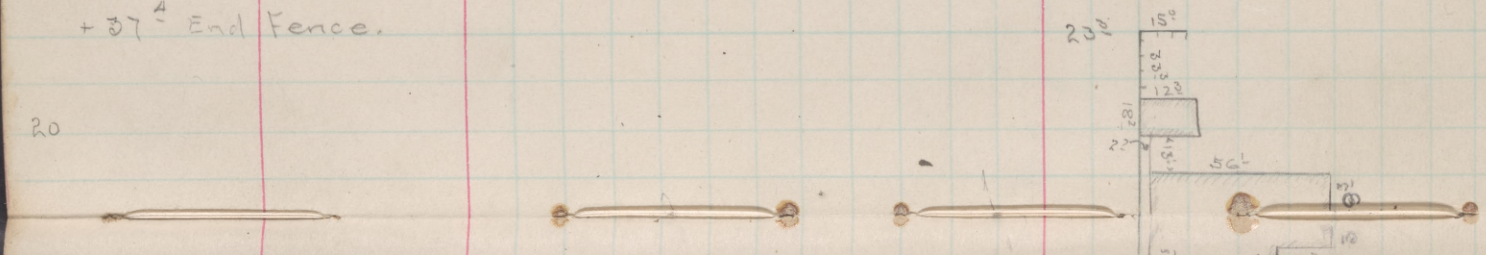
16

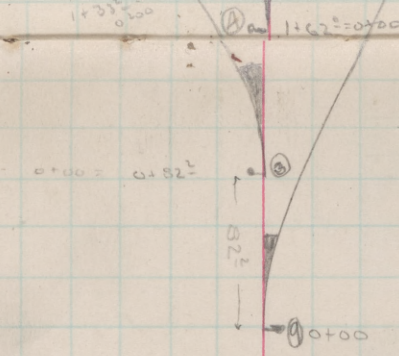


Location Arks etc. Btw. Johnson St + Shop Sw. (24)
Sausalito.

+ 37.4 End Fence.

20


23'
15"
12"
12"
12


1+62.5=0+00
0+00 = 0+82.5
82.5
0+00

# Sausalito Grade Changes

Dec 1914

(A.E.B.) (WJA)

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | +50 | | 5.4 | 99.2 | | +50 | | 5.5 | 99.3 | | 4+95 | 3.2 | 101.2 |
| | 4 | | 5.3 | 99.8 | | 1 | | 5.5 | 99.6 | | | | |
| | +50 | | 5.1 | 100 | | +50 | | 5.3 | 99.8 | | Tr H 1 | π | – Elev. |
| | 5 | | 5.0 | 100.1 | | 2 | | 5.1 | 100 | | o to o P.S. | 105.1 | 4.9 | 100.2 |
| | | | | | | | | | | | | | 4.6 | 100.5 |
| | Tr H 5 | π | – Elev. | | | Tr H 3 | π | – Elev. | | | +50 | | | |
| | o to o P.S. | 105.1 | 5.3 | 99.8 | | o to o P.S. | 105.1 | 5.3 | 99.8 | | 1 | | 4.0 | 101.1 |
| | +50 | | 4.9 | 100.2 | | +50 | | 5.2 | 99.9 | | +50 | | 3.7 | 101.4 |
| | 1 | | 4.8 | 100.3 | | 1 | | 5.1 | 100 | | 2 | | 3.4 | 101.7 |
| | +50 | | 4.65 | 100.45 | | +50 | | 4.8 | 100.3 | | +50 | | 2.85 | 102.25 |
| | 2 | | 4.4 | 100.7 | | 2 Q Treslle | | 4.35 | 100.75 | | Tr H 2 | π | – Elev. | |
| | | | | | | +50 | | 3.8 | 101.6 | | o to o P.S. | 105.1 | 3.7 | 101.4 |
| | | | | | | 3 to o | | 2.8 | 102.6 | | +50 | | 3.4 | 101.7 |
| | | | | | | +36 C.T.T. | | 2.45 | 102.65 | | 1 | | 2.8 | 102.3 |

# Sausalito Yard. Levels over Tracks near Oil Column.

Dec. 7, 1914.
(A.E.B.)(W.J.A.).

| | + | π |
|---|---|---|
| B.M. | 55½ | 105½ |

100 Assumed S.W. Spike H.B.
N.G. Turnout off Tr. #9

For Tracks see Pg. 25

| Tr. #6 | π | − | Elev. |
|---|---|---|---|
| P.S. = 0+00 | 105½ | 5 35/75 | 99 75/75 |
| +50 | | 5 4/4 | 99 71/75 |
| 1 | | 5 2/4 | 99 69/75 |
| +50 | | 5 15/75 | 99 95/75 |
| 2 | | 5 2/4 | 99 69/75 |
| +50 | | 5 45/75 | 99 65/75 |
| 2+66.5 Trestle | | 5 52/75 | 99 58/75 |
| 3 | | 5 5/4 | 99 69/75 |
| +50 | | 5 4/4 | 99 71/75 |

| Tr. #7 | π | − | Elev. |
|---|---|---|---|
| P.S. = 0+00 | 105½ | 5 4/4 | 99 71/75 |
| +50 | | 5 4/4 | 99 71/75 |
| 1 | | 5 3/4 | 99 68/75 |
| +50 | | 5 1/4 | 100 |
| 2 | | 5 0/4 | 100 1/4 |

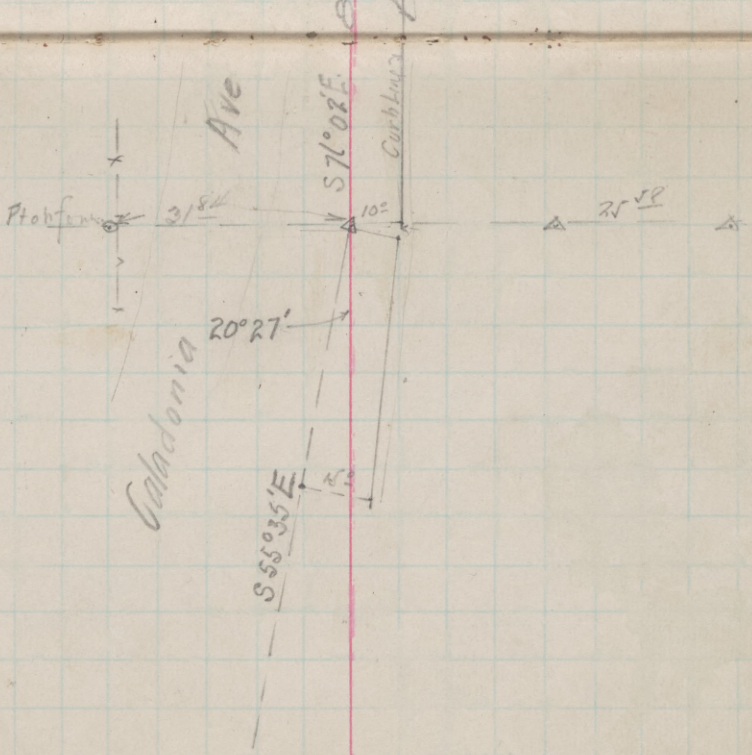
| Tr # 8 | π | − | Elev. |
|---|---|---|---|
| P.S. = 0+00 | 105½ | 5 4/4 | 99 71/75 |
| +50 | | 5 5/4 | 99 65/75 |

| Tr # 4 | π | − | Elev. |
|---|---|---|---|
| P.S. = 0+00 | 105½ | 5 15/75 | 99 95/75 |
| +50 | | 5 3/4 | 99 68/75 |
| 1 | | 5 6/4 | 99 65/75 |
| +50 | | 5 3/4 | 99 68/75 |
| 2 | | 4 9/4 | 100 2/4 |
| +50 | | 4 55/75 | 100 55/75 |
| 3 | | 4 25/75 | 100 95/75 |
| +50 | | 4 15/75 | 100 95/75 |
| 4+95 | | 3 72/75 | 101 48/75 |

③ 27.01 ✓

51+40 = 4+95 ⌐ ② 27.01

51+10 ⌐ = 5+25 ○ ① 26.78 ✓



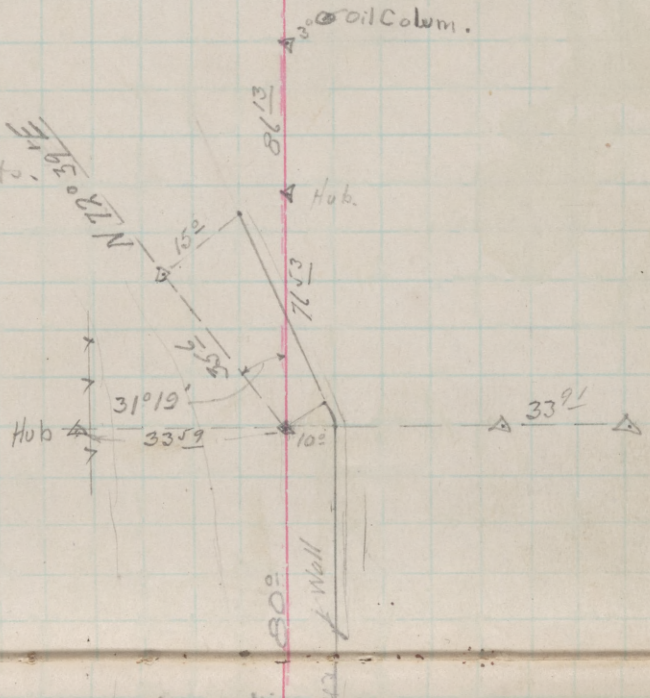

B.M. Scrib ⊙ NE Cor. Porch Elev. 26.137 See Book 5 - Page 7

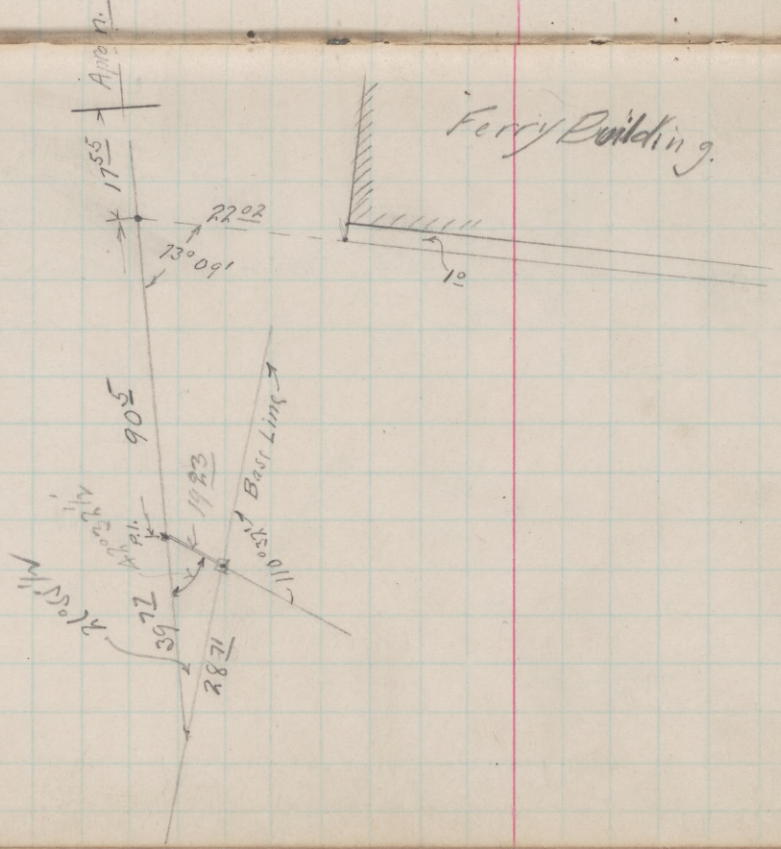
Sausalito Shops. Dec. 8-1914 (27)

Retaining Wall. F.H.G.

| City Station | R.R. Station. | | Elev. Top Wall |
|---|---|---|---|
| | 0+00 Hub. at Easterby & Bonita Sts. | | |
| 52+55 | = 3+80 | (6) | 27.91 ✓ |
| | | (5) | 27.68 ✓ |
| 52+20 | = 4+15 | (4) | 27.68 |

38'




Ferry Building.
1°
22°02'
73°09'
17°55'
90°5
11°23'
Base Line
N 15°07' W
39.77
28.71

Sausalito Tie to Ferry Building and Slip #2 (28)

Doc 1914

1923

Slip #2

4 + 44

4 + 650

4 + 750

4 + 850

5 + 050

5 + 02

5 + 35. = 5 + 25

Grade. 26.78.

20 58

20 58

17 08
23

18 79

18 79

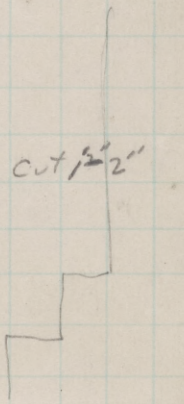
22.44

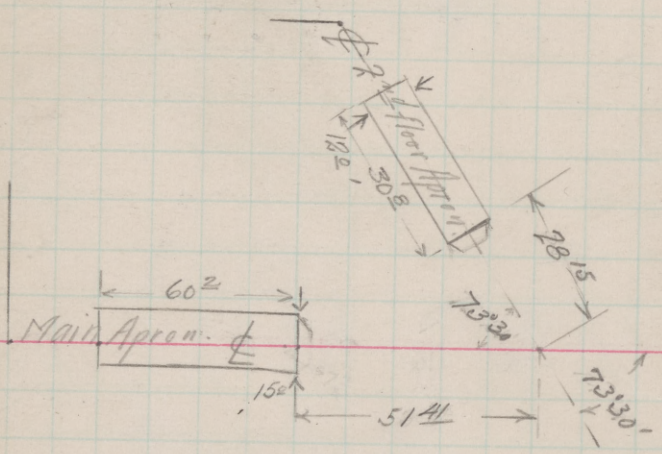
22.84

Sausalito Shops Wall. 12-19-14 (29)
F.H.G.

3+60
4'
3+97
4+06
4 +21.0 = 445'
+32
4+44

17 03
0 0
17 03 15
18 18
16 63
18 18
19 58
18 63
20 58
19 58

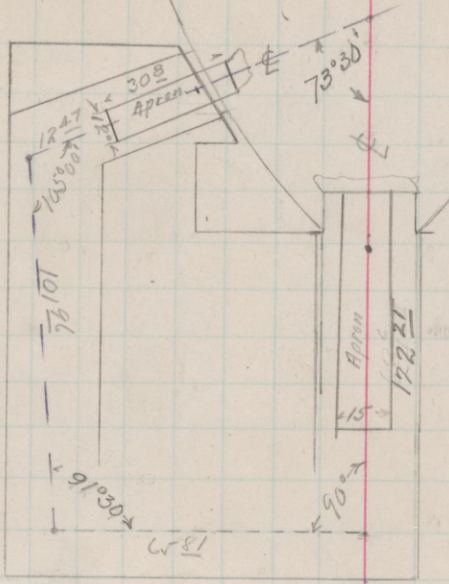



Main Apron
60'
15'
51'-11"
73°30'
28'-15"
73°30'
30'
12'
Main Apron

# Intersection of Center Lines of First & Second Floor Aprons Slip No. 1 Sausalito Ferry Bldg.

Dec. 22. 1914.

Notes:- A.E.B
M.D.P.



| | | |
|---|---|---|
| 63 | 4.8 v | 2015 |
| 88 | 4.6 v | 2035 |
| 88 | 10.05 | 1490 |
| 100 5 | 10.0 | 1495 |
| 102 | 7.15 | 1780 |
| 105 | 6.8 | 1815 |
| 105 | 5.7 | 1925 |
| 124 | 5.6 | 1935 |
| 124 | 8.8 | 1615 |
| 130 | 8.8 | 1615 |
| 130 | 4.4 | 2055 |
| 134 | 2.0 | 2295 |
| 155 | 2.0 | 2295 |

Sausalito Shops Wall Dec. 24. '14

Levels over proposed bottom of Concrete J.F.B.

| | | |
|---|---|---|
| Et | 27.91 | |
| — reading | 2.96 | inverted rod under Top of Wall |
| H. I | 24.95 | — rod's Elevs |
| Dist west of Enst end | ~~0.0~~ | |
| 0.0 | ~~7.74~~ | 7.71 17.24 |
| 17. } | | 7.85 17.10 |
| 17 } | | 6.75 18.20 |
| 41 } | | 6.80 18.15 |
| 41 } | | ~~5.25~~ 1970 |
| 52. } | | 5.40 19.55 |
| 52 } | | 5.00 19.95 |

| | | |
|---|---|---|
| 3+02 | | 0/C 0/6 -03/7 -05/24 -27/28 -17/89 -21/49 -37/51 |
| 2+85 | | 0/C 0/6 -04/7 -08/12 -20/14 -42/26 57/40 W/40 |
| 2+50 | | 0/C 0/6 -05/7 -06/10 -29/11 -52/19 58/23 F/23 |
| 2+00 | | 0/C 0/4 0/6 -04/7 -06/12 -37/16 -54/17 -24/23 F/23 |
| 1+50 | | 0/C 0/4 -05/6 -02/11 -23/12 -54/17 -60/23 F/23 slope 4:1 |
| 1+00 | | 0/C 0/4 -07/6 -11/11 -22/12 -34/18 72/24 |
| 0+70 | | 0/C 0/4 -05/5 -03/13 -52/20 slope 2:1 |
| 0+00 | E. line John's St | 0/C 0/4 -05/5 -06/11 -37/16 -80/22 W |

Sausalito Jan. 5. 15 - R+ - (32)

Cross sections along Water front

8+00 — 0/0 | 0/5 | -0.5/7 | -0.7/23 | -1.5/25 | -4.7/41 | Slope 2:3

7+00 — 0/0 | 0/3.0 | -0.4/9.0 | -0.6/22 | -3.0/47

6+50 — 0/0 | 0/11 | -0.3/12 | -0.6/21 | -2.7/37 | -5.2/58 | W/5.8

6+00 — 0/0 | 0/24 | -1.2/29 | -5.1/56 | Slope 1.5

5+50 — 0/0 | 0/4 | -0.4/35 | -1.1/39 | -5.7/52 | W/5.2 | "

4+50 — 0/0 | 0/23.4 | E/23.4 | 00/49 | -4.7/52 | -5.9/58

3+50 — 0/0 | 0/29.2 | E/23.4

8+02 — E/23.4 | -2.7 | -1.7 | -3.1 | -4.7

14+50

13+50

12+50

12+00

11+00

10+00

9+00

8+50

0/C 0/6 -06/7 09/15 -35/18 46/24 F/36

0/C 0/6 -06/7 -03/13 -46/19

0/C -0/4 -06/6 -09/12 46/18

0/C 0/4 -05/9 -05/18 -47/27 -71/37

0/C 0/4 -05/6 +07/11 -47/17 Slope = 2:1

0/C 0/4 -05/5 -07/9 47/16 W/16 Slope = 2:1

0/C 0/5 5/6 -02/10 -47/16 W/16

0/C 0/5 -07/7 -03/13 -25/17 -35/20 -5/30

Sausalito. Jan. 5. '15 J.E.B.

Cross sect.'s Compl'd.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 20+00 | 0/0 | 0/6 | -04/7 | -04/12 | -06/14 | -12/23 | bd F/23 | |
| 18+50 | 0/0 | 0/6 | -03/7 | -10/11 | -07/23 | bd F/23 | | |
| 18+00 | 0/0 | 0/7 | -22/20 | -29/41 | -58/73 | | | |
| 17+50 | 0/0 | 0/4 | -07/8 | -21/12 | -34/23 | F/23 | -52/41 | |
| 17+00 | 0/0 | 0/5 | -06/6 | -06/8 | -14/10 | F/22.5 | -45/23 | -50/31 |
| 16+50 | 0/0 | 0/5 | -04/7 | -05/9 | -33/16 | F/22 | -50/23 | +k 2:1 |
| 16+00 | 0/0 | 0/5 | -05/7 | 00/11 | -26/15 | -43/22 | -47/26 | 50/39 |
| 15+50 | 0/0 | 0/4 | -04/5 | +09/11 | -24/14 | -27/18 | -49/41 | |
| 14+50 | | | | | | | | |

23+00

22+00

21+00

20+30

$\frac{0}{0}$ $\frac{0}{5}$ $\frac{1+}{7}$ $\frac{1-}{12}$ $\frac{54}{20}$

$\frac{0}{0}$ $\frac{0}{5}$ $\frac{1+}{7}$ $\frac{-1+}{12}$ $\frac{-54}{19}$

$\frac{0}{0}$ $\frac{0}{5}$ $\frac{-09}{8}$ $\frac{-1+}{13}$ $\frac{-5-8}{19}$ VV

$\frac{0}{0}$ $\frac{0}{6}$ $\frac{-06}{8}$ $\frac{-08}{12}$ $\frac{-22}{23}$

Sausalito - Jan. 5 - '15

Cross Sect Contd

Total C.Y. = 1193.6

Track #7

1+80

1+50

1+05

0+55

0+05

0+00

00 wedge

0/0 +12/0 0/12 +8/12

0/0 +11.5/0 0/17 +9/17

0+11/0 0/26 +7.5/26

0+11/0 0/30 +6.3/30

1 pyr.

1+82 +21.2

0+93.6 +20.2

0+71 +20.0

+7.5

+20.6

80'

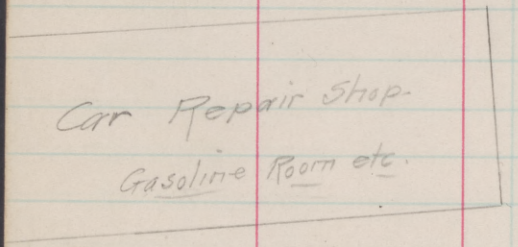
30°

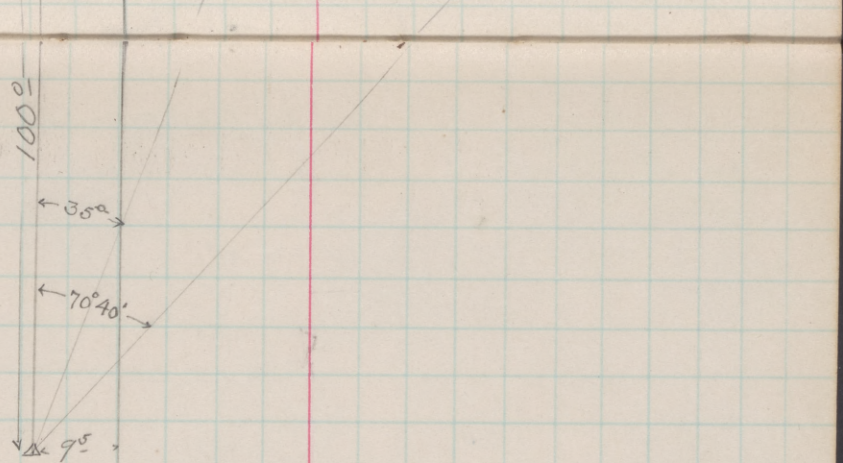
20'

| | Area | Cu. Ft. | Cu. Yd. |
|---|---|---|---|
| 00 | | | |
| | 1800.0 | | 66.7 |
| 120. | | | |
| | 6620.6 | | 245.2 |
| 174.25 | | | |
| | 10618.8 | | 393.3 |
| 250.50 | | | |
| | 12750. | | 472.2 |
| 259.50 | | | |
| | 432.5 | | 16.02 |
| 0.0 | | | |

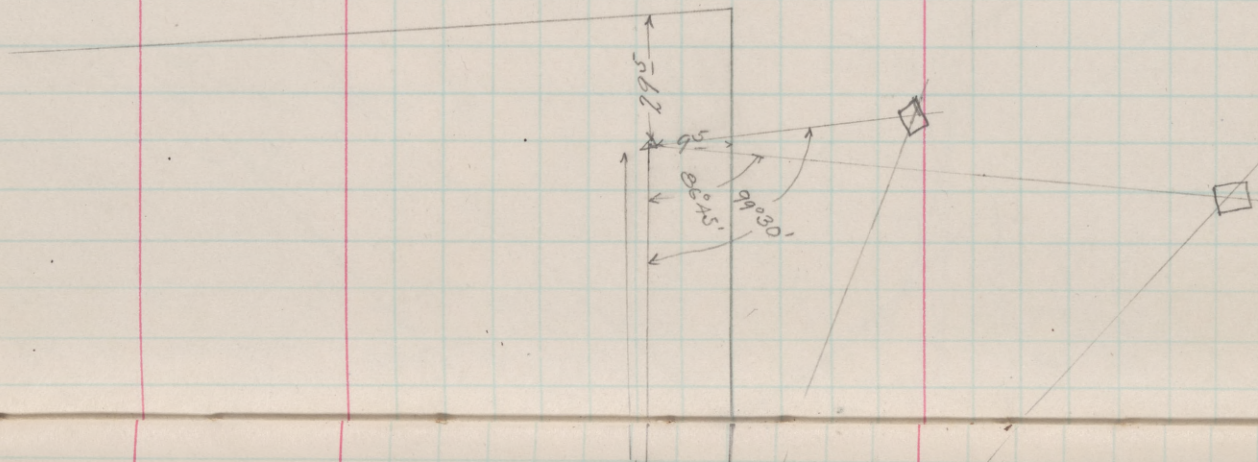
Sausalito Jan. 8 1914 (35)

X Sect. under Wharf & bet. bulkheads


Car Repair Shop-
Gasoline Room etc.


100'
35°
70°40'
9°

Sausalito location Dolphins at Lagunitas Tie up.
Jan. 1915



2+80 Clearance #10 & #11

2+65 Approx. EC. Track #11

2+20 ± P.F. #9

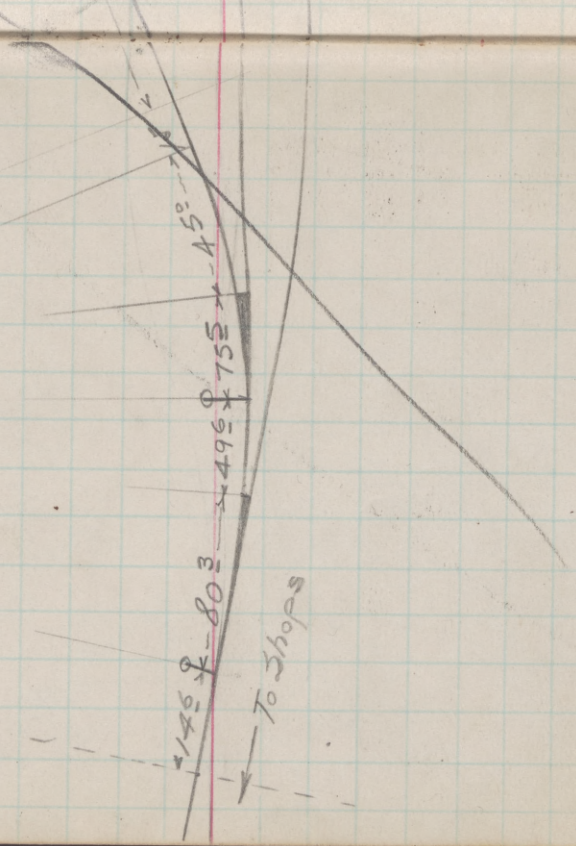
2+10 Clear. Pt. Bet. (9) & (10)

1+44 ± P.S.

0+94 ± P.F. #9

0+146 ± New Location Switch

0+00 Old Pt of Switch.



4 + 52 6 End of Bumper

4 + 45 6 End Serviceable Track.

- SAUSALITO TERMINAL -
LOCATION TRACK #11 AS PER
1-23-15
W.T.R.

Room for 4 cars.

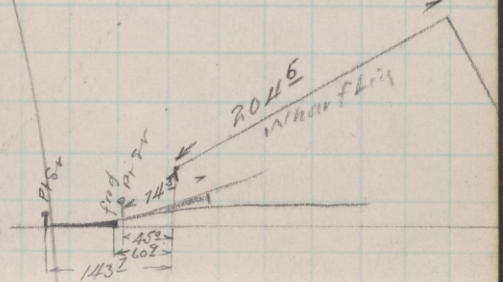
16' - F7 Track In Clear -

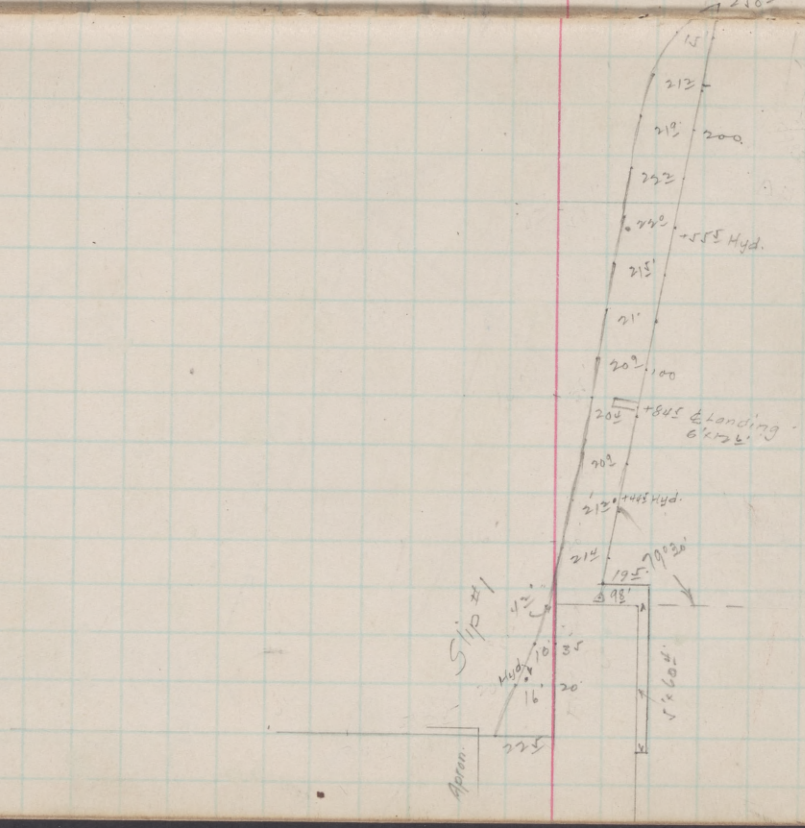
11

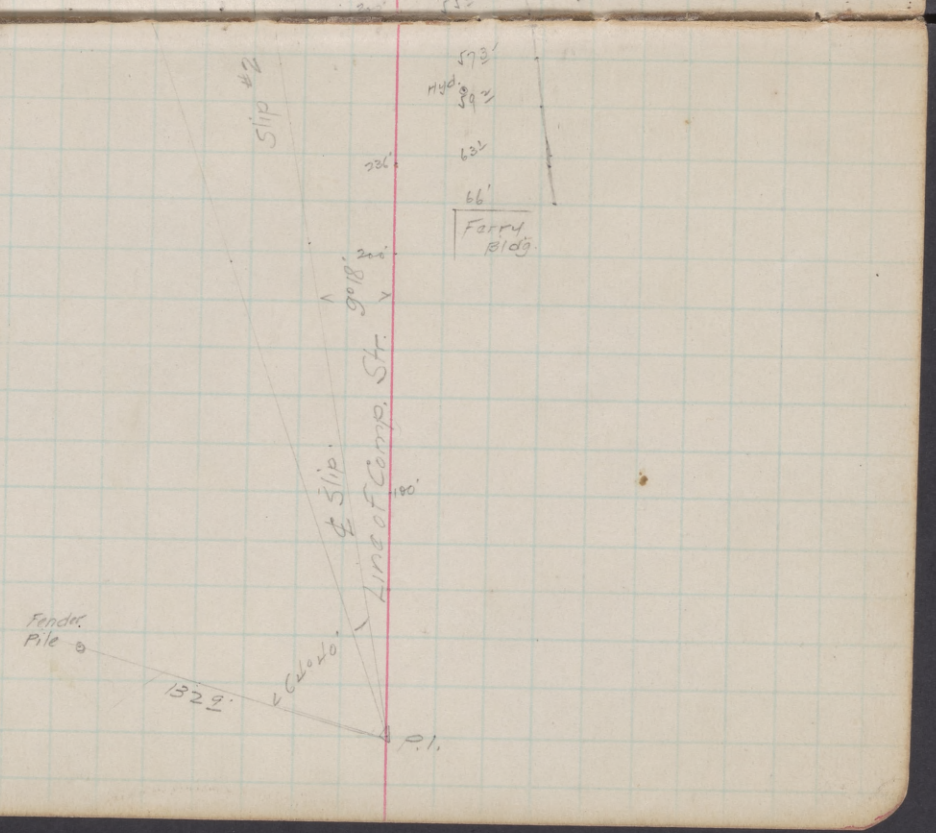
10

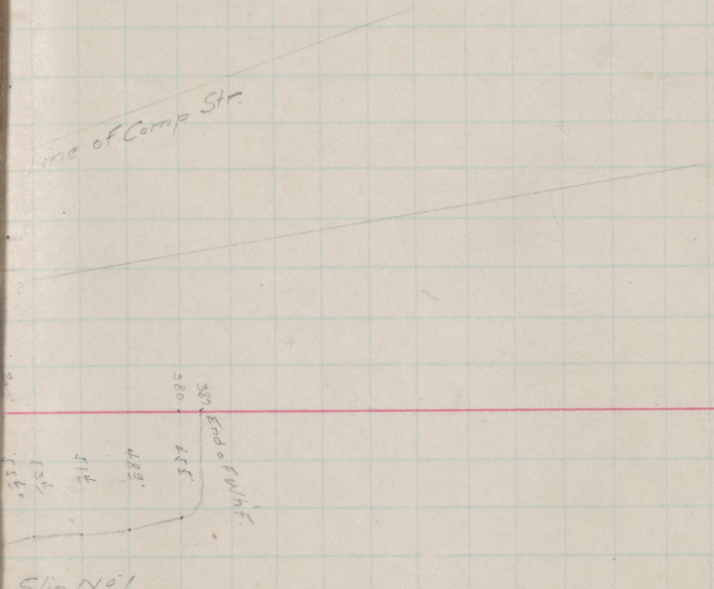
9

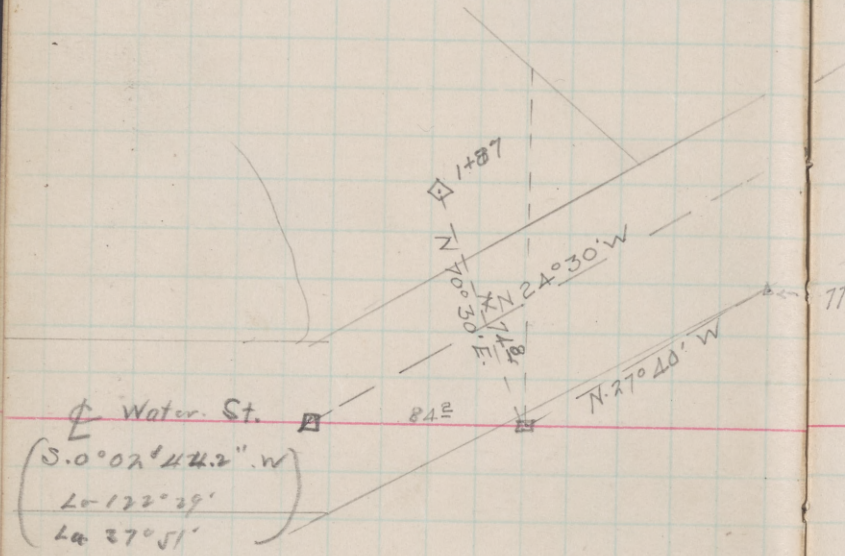
Abandoned -




758'
15'
213'
219'
200
232'
+55' Hyd.
215'
21'
209'
100
205'
+80' & Landing
6'x26'
202'
213'
+44' Hyd.
214'
195'
79°32'
198'
Slip #1
Hyd.
10'
35'
16'
20'
225'
Apron
9'x60'


Slip #2
573'
Hyd.
99'
632'
726'
66'
Ferry Bldg.
200'
908'
Land of Comp. St.
190'
4 Slip
Fender Pile
1329'
640'
P.I.


Line of Comp St.
380
End of Wh'f.
380
332
284
188
92
Slip No 1


1487
N 24° 30' W
N 70° 30' E.
747
N. 27° 40' W
℄ Water St.
84
(S. 0° 02' 44.2" W
Lo 122° 29'
La 37° 51'

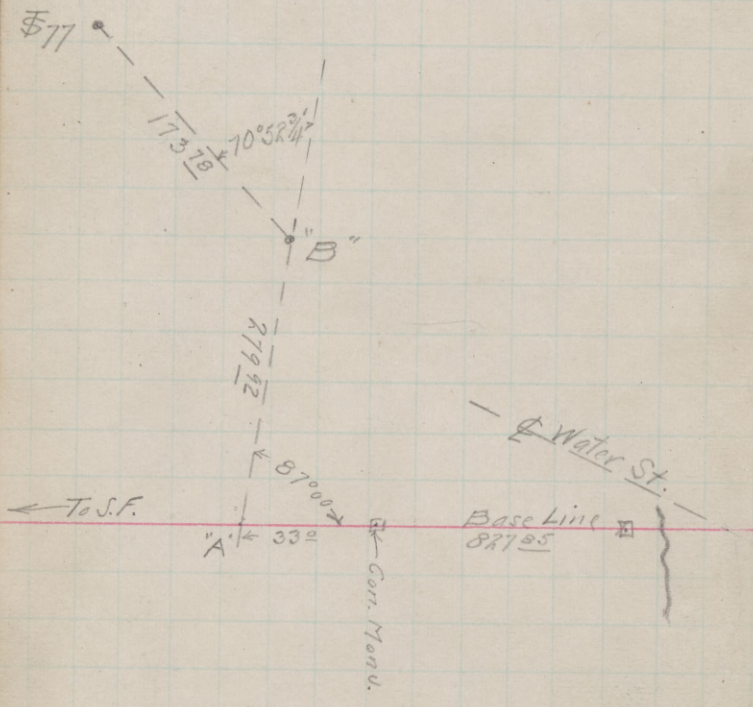
Sausalito.

Feb-17-1915

Notes from Mr. Cadwell

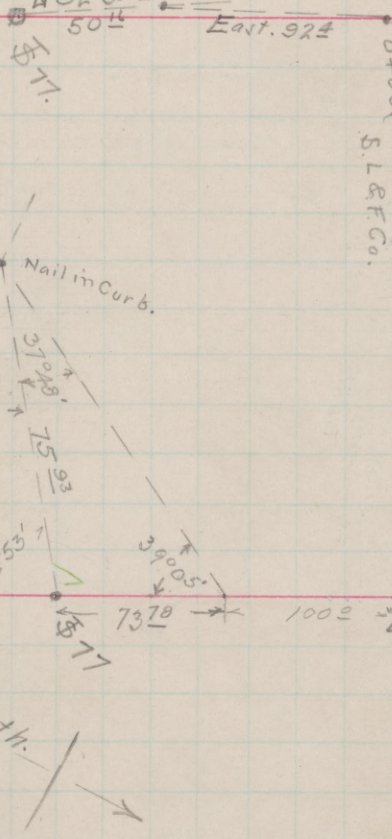
S.L.&F.Co. Note by (Short.)

11 ₵


#77
173 78
70°52' W
"B"
279.42
87°00' W
To S.F.
"A"
33°
Gen. Mon.
Base Line
827.85
℄ Water St.

Sausalito
Ties to Bass. Line. & City.

Copyed. from.
. Deed. Tide Land. Com. to Green.
at. offices of S.L.&F.Co.




Feb. 17-1915
W.T.R.
F.H.G.
J.F.

41

0+250 End of new Shed

0+052½ opp shed post 10"SQ

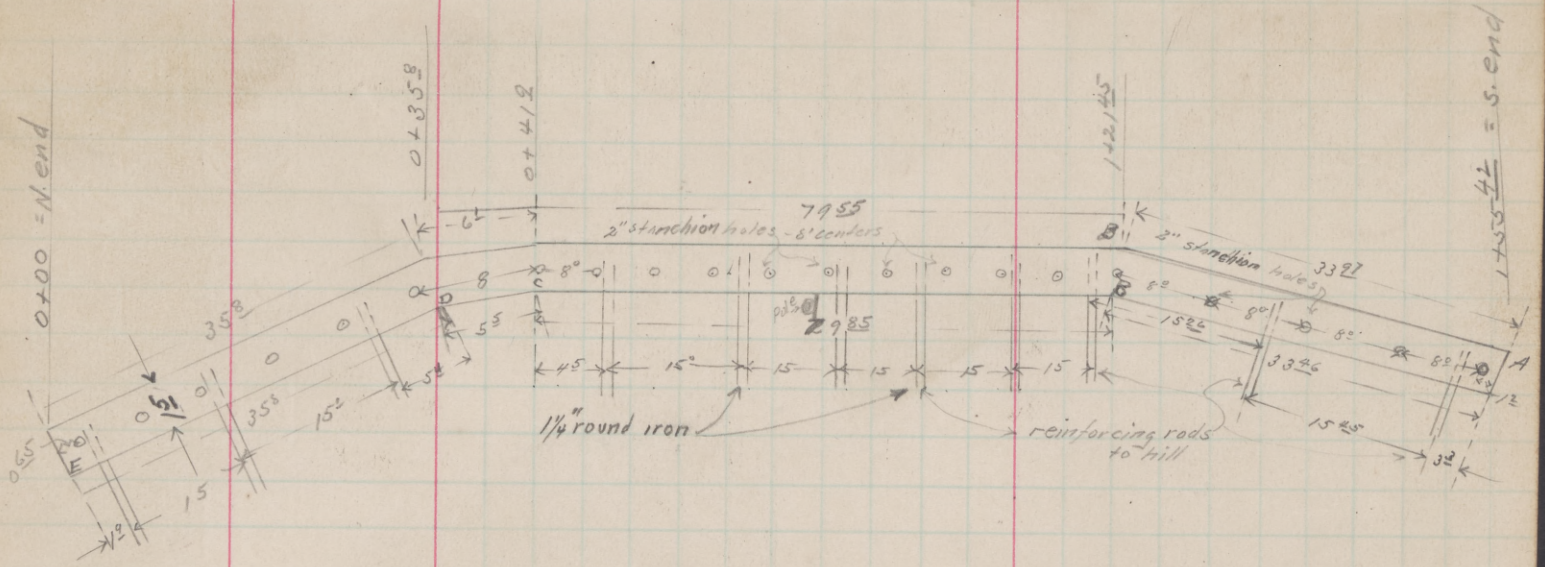
0+00 = Pt. 23' back from MONUMENT =

39 65
44 22

SAUSALITO- Feb. 19. '15 Track Location (HB)

Strip for Sans. Yds Survey

— Skip. —


0+00 = N. end
0+35.8
0+41.2
1+22.45
1+55.42 = S. end
7955
2" stanchion holes - 6' centers
2" stanchion holes
3397
2985
1½" round iron
reinforcing rods to hill

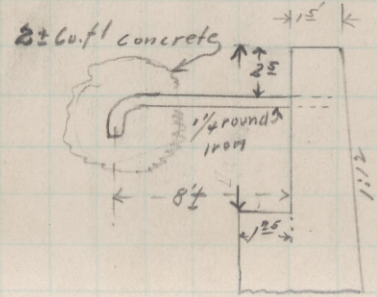
# SAUSALITO - Shops Retaining Wall

Mar. 1 '15

J.F.B.
G.L.B.
J.J.F.

BM. 26.14
+5 5.02
H. 30.16
0+00. typ. 4.25
25.91
H.I. 30.16
-5 2.70
1+55½ Top 27.46

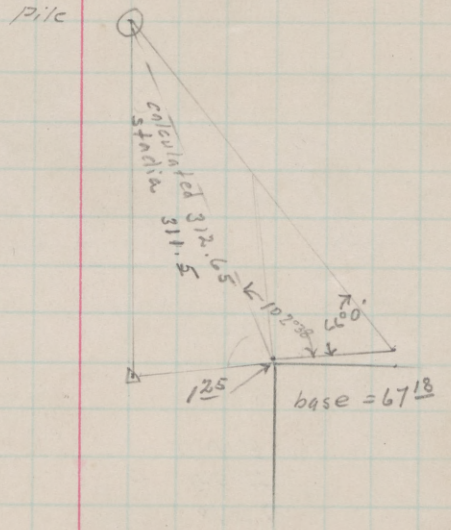
Depth of A 5½ Top to step
" " B. 7 " " "
" " C. 5½ " " "
" " D 5⅝ " " "
" " E 5½ " " "



19709

27438
19709
177299

75540
75556



SAUSALITO - Dist. Pile to ferry Bldg

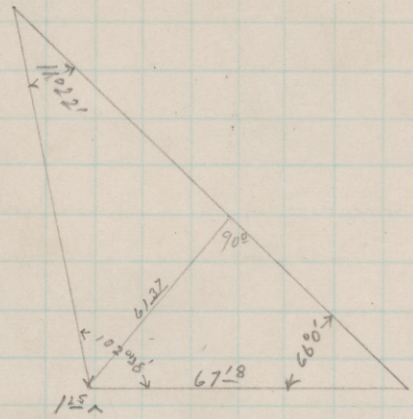
Mar. 1 - 15.

J.F.B.
V.J.F



$102°38'$
$66$
$168°38$

$179°60$
$168\ 38$
$11°22'$

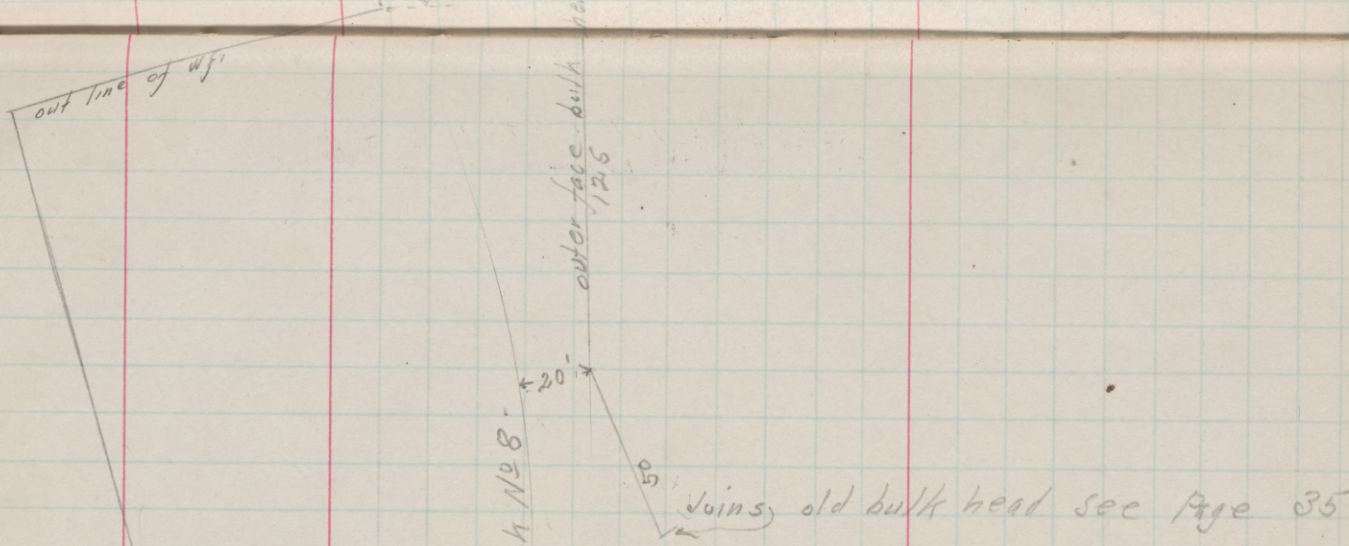



$\sin 66° = .91355$
$6718$
$\overline{\phantom{00}}$
$\cancel{7}308\,40$
$91355$
$639485$
$548130$

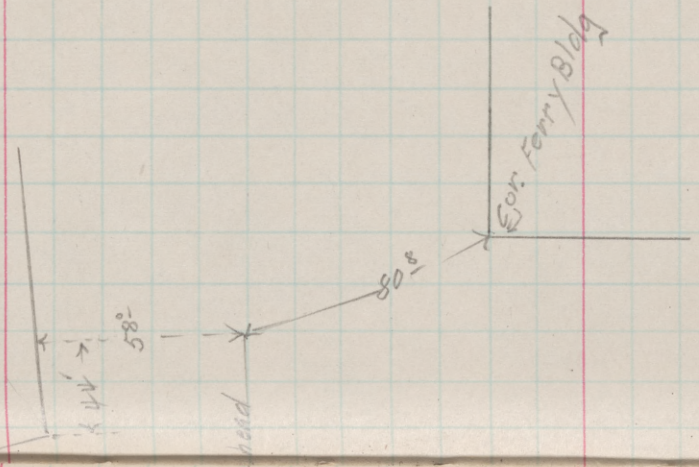
$\sin 11°22' = .19709 \;\big|\; 61372284\,0$
$59122$
$\overline{\phantom{00}}$
$32452$
$29709$

$311.4 + 1.25 = 312.65$

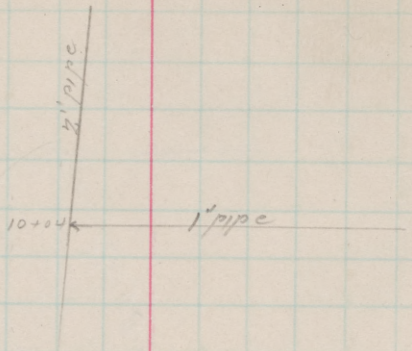
$27438$


out line of wf
outer face bulk
125
+20-
Track 128
50
Joins old bulk head see Page 35

SAUSALITO - Bulkhead Location - J.F.B. - G.L.B. (47)



| | | | |
|---|---|---|---|
| 13+50 | $21\frac{5}{}$ | | |
| 12+50 | 10 | Covered | |
| 11+50 | $20\frac{0}{}$ | $6\frac{2}{}$ | |
| 11+00 | $27\frac{3}{}$ | $11\frac{5}{}$ | |
| 10+50 | $82\frac{6}{}$ | $17\frac{2}{}$ | |
| 9+50 | $41\frac{5}{}$ | $18\frac{2}{}$ | $\frac{1}{2}$" |
| 8+50 | $35\frac{1}{}$ | $8\frac{2}{}$ | Covered |
| 6+50 | $22\frac{0}{}$ | $7\frac{6}{}$ | 2" |
| 5+50 | $14\frac{5}{}$ | $7\frac{7}{}$ | 2" |
| 4+50 | $10\frac{0}{}$ | 7' | 2" |
| 3+50 | $7\frac{4}{}$ | 7 4 | 2" |
| 2+50 | $11\frac{0}{}$ | $6\frac{5}{}$ | 1 1/2" |
| 1+50 | $8\frac{5}{}$ | $8\frac{5}{}$ | |
| 0+50 | 11 | 11 | |
| 0+00 | 12 | | |

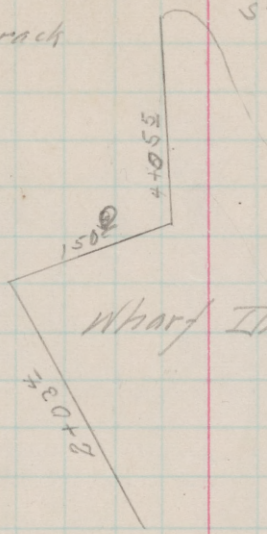


# SAUSALITO — Dist's to Bank from out side track G.

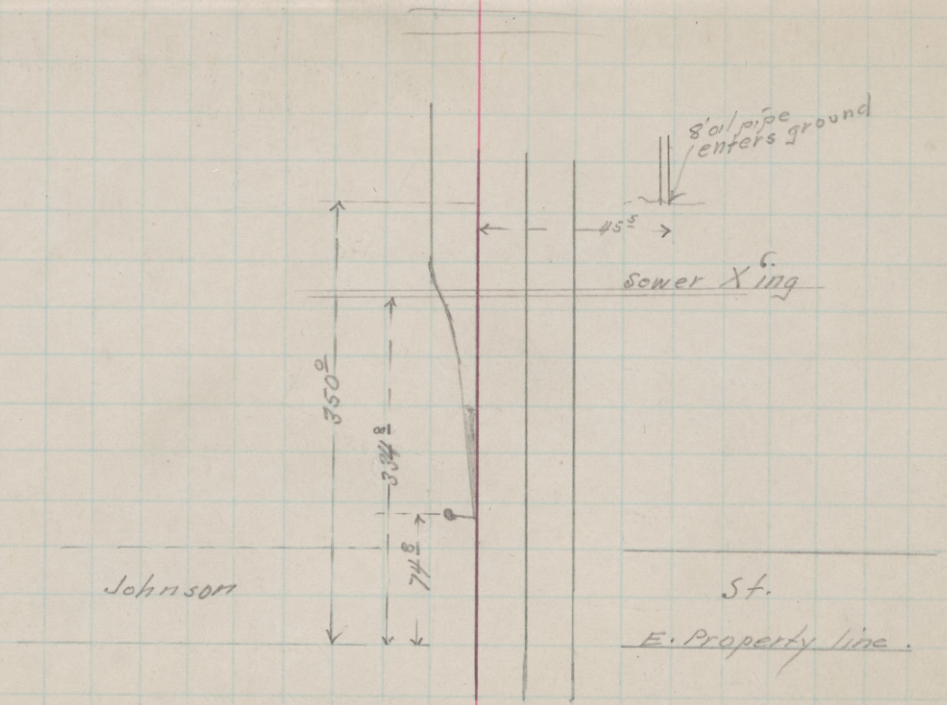
West { 33+8 0+00 to Sewer xing. or E.bound Main line
       74+8 0+00 to pt Sw. conduit of out side track

see page 49

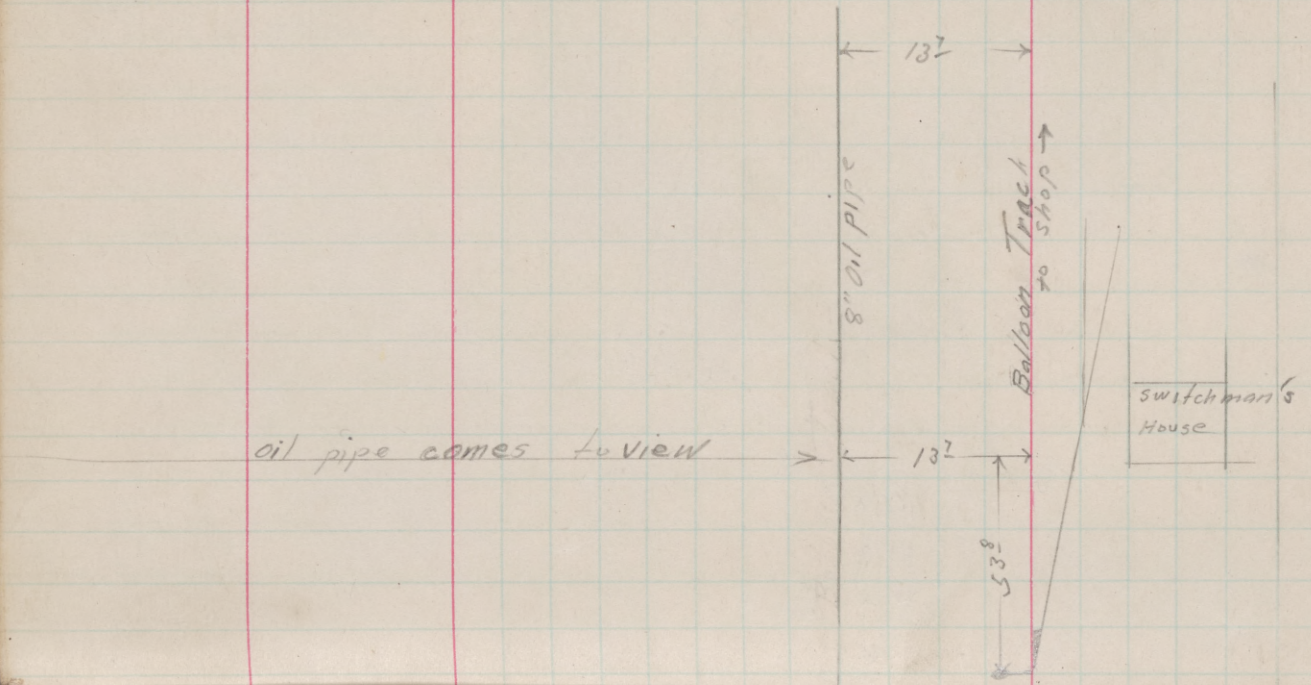
| Sta - | Dist to Top of Bank | Pipe |
|---|---|---|
| 14+95 | 175 | to Cor of Wf. |
| 14+50 | 175 | |




Wharf Dimensions

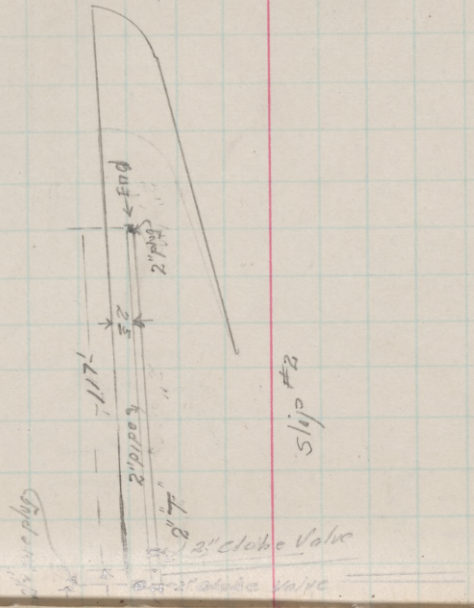

8" oil pipe enters ground
45°
Sewer X ing
3500
3460
8"
Johnson
Sf.
E. Property line.

# SAUSALITO - Locating 8" Oil pipe



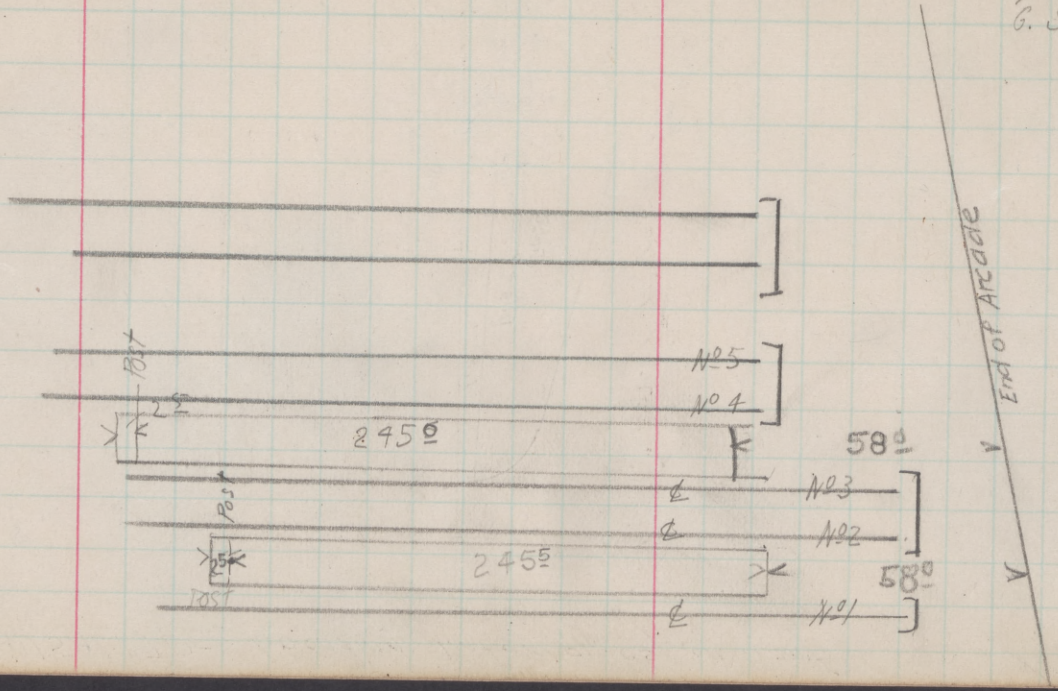
2" plug
2" bushing
2" cap

SAUSALITO- Locating Water pipes on Wharf.

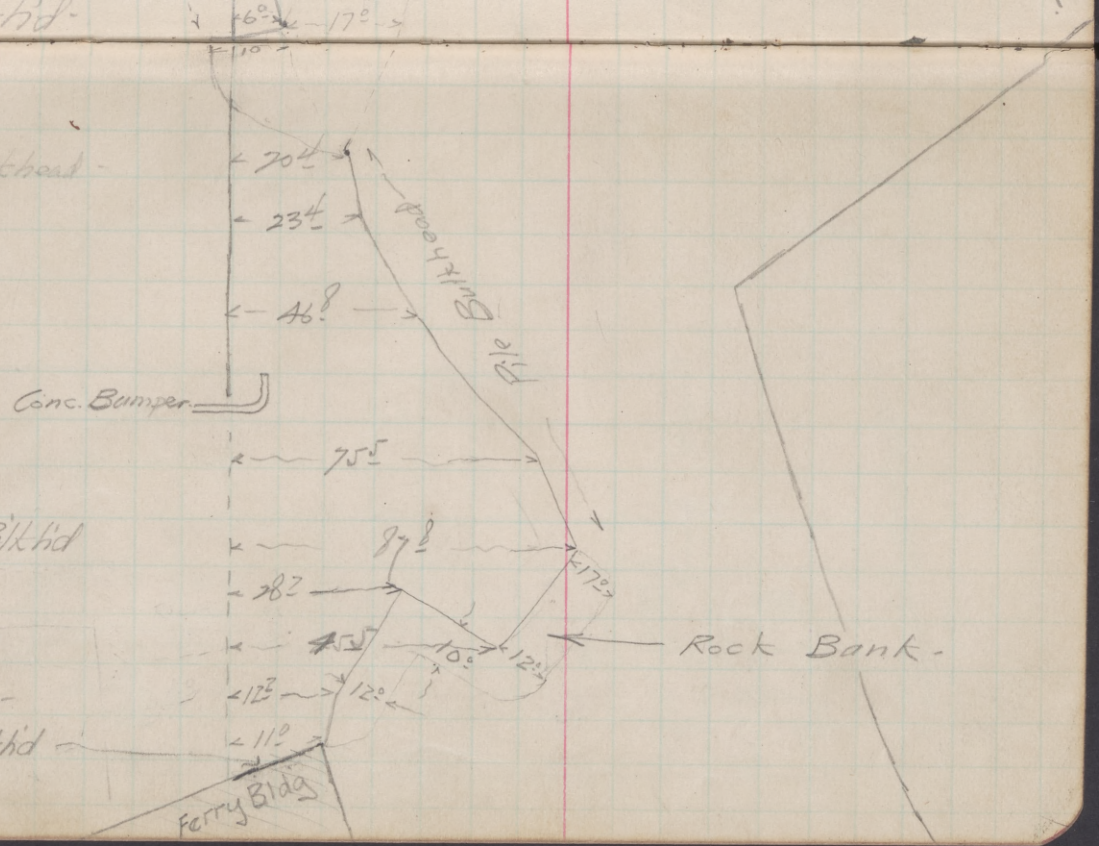


Length of Sheds Sausalito Apr. 8 1915.

A.B.
G. S.



+35° Angle in Bkhd.




+21° Earth Filling

2+16° Beg. Pile Bulkhead

1+92? Pile Bkhd

1+45? Pile Bkhd

0+60° Pile Bkhd.

0+31° End of Pile Bkhd

0+23° Top of Slope

0+18? Top of Slope

0+13± Top of Slope

0+00 Corner Conc. Bkhd

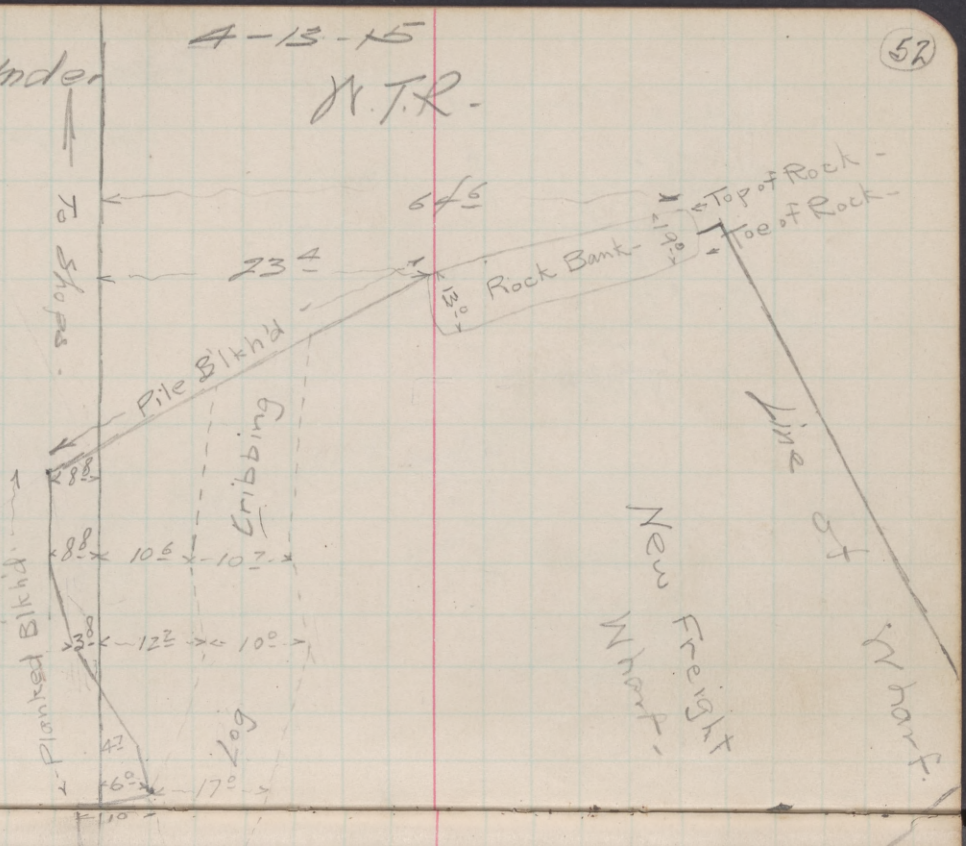
- SAUSALITO -

4-13-15

Location of Bulkhead Under New Freight Wharf.

N.T.R.

| | |
|---|---|
| 3+66.3 | Cor Rock Bank |
| 3+62.9 | End Pile B'kh'd |
| 3+44.6 | Angle In B'kh'd |
| 3+03.8 | Angle In B'kh'd |
| 2+82.3 | " " " |
| 2+41.2 | " " " |
| .+35.0 | Angle In B'kh'd |



## Track #11

ft. Long.

575.6 ft. of 65# Steel
30.0 ft of Sw Pts.
30.0 ft of Frog. #

605.6

3+91½ face Ellis Buffer.
3+88½ End of 65# Steel
1+71⅓ Pt Frogs. #9-65#
0+91½ Pt Sw. to Track #11
0+89½ Heel #9 Frog. End 75# Steel
0+80⅔ Pt Frog. #9-75#
0+00 Pt. of Sw 403⅓ ft. from Concrete Buffer.

14.4 ft of Rail in Ellis Buffer.

## Track #10

Apr. 1914

Taken up.

16.5 ft Tapers. 7/65
80.3 ft 65# Rail.

89.0 ft. 75#
412.9 - 65#
83.9 - 60#

585.8

## Track #9

Laid

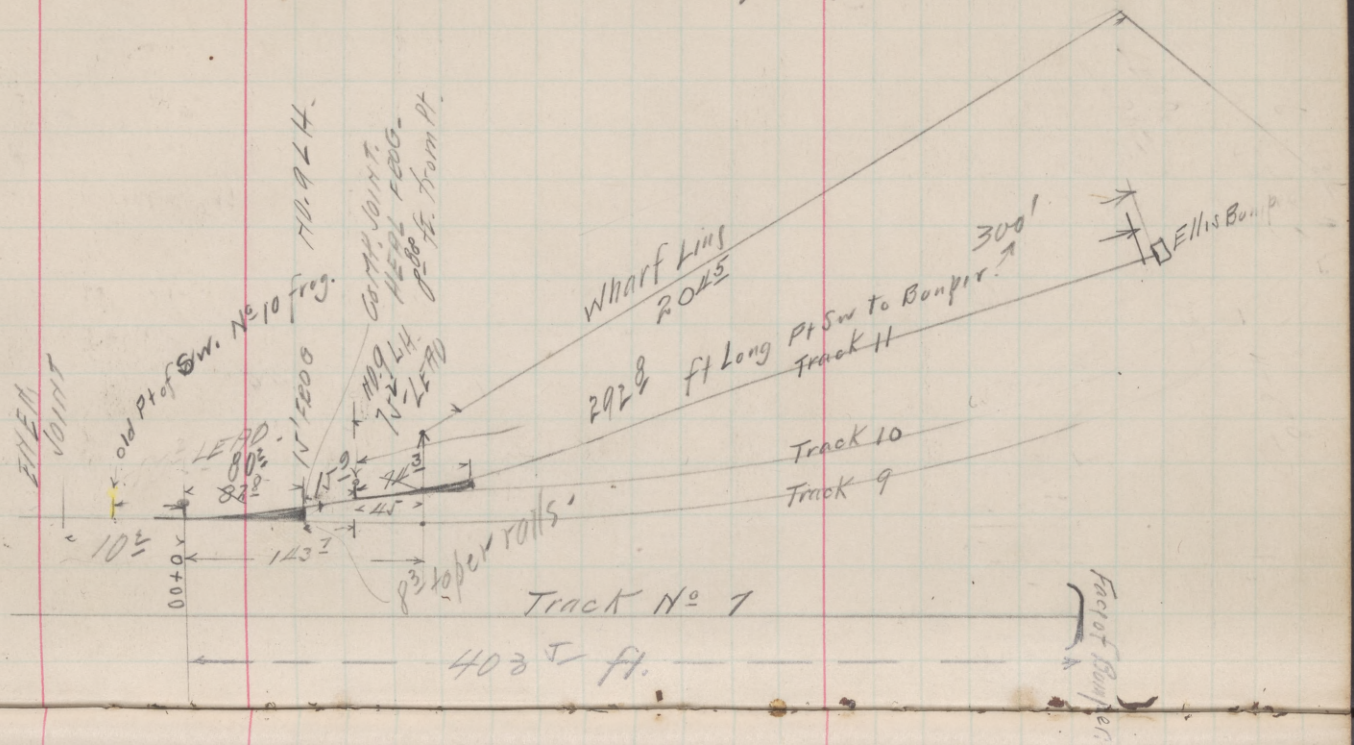
96.8 - 75#
15.0 75# No 9 Frog.

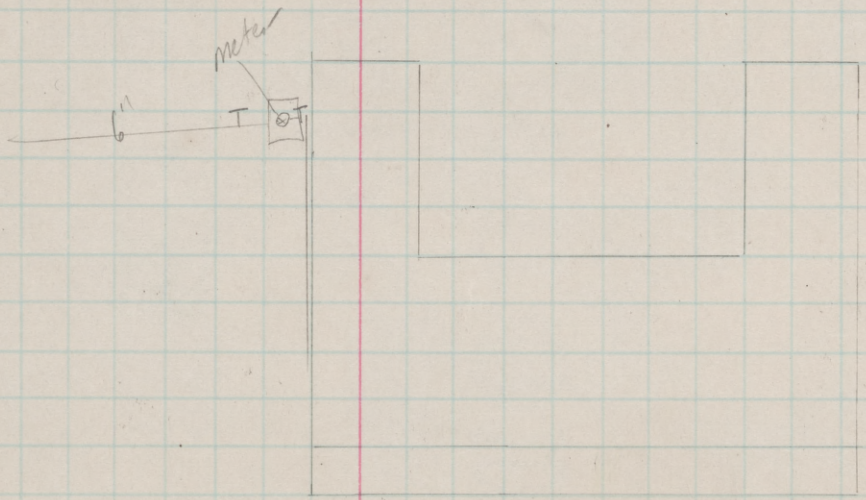
Taken up

96.8 - 65#
15.0 ± 75# No 10 Frog.

Tr. #10 —— Newgatness.

# Sausalito Apr-1915-




meter
6"
T
T

25+18 7/8 F.F. Rigid 10 ft. long. F.F. to heel 6.82 spread .82 #8

24+78 1/2 Change Steel - 244 Maryland OZ 60#

18+15 3/8 Change Steel - Scranton Steel 50# 8.76

16+61 5/6 Change on Rt. 236 Maryland 65#

16+01 5/6 Change Steel on Rt. D.K. 1903 1. 65#

15+89 1/2 P.S. (6)

15+71 1/4 Change Steel on Rt. 236 - Maryl. 1900 65#

15+44 1/2 Change in Steel on left. 236 Maryland 1900 65# Steel

Lead - 69 1/2

1+71 5/6 = R.F. Rigid 14 5/6 long. Pt. to heel = 10.65 Spread = 1.27

1+02 1/4 P.S. #(5)

0+69 1/2 P.F.

Ougree 9-1902
Maryland 244
60#

#9 Frog - 10 ft. long Ridgid.

P.S. #1 = 0+00

Stationing from West to East

Steel in Tr. #(1)

3411 1/2 60# Steel

515 3/4 65# "

1224 3/8 50# "

Shops

Bausal to

7-15

W.J.H.

R.F.

P.S. 17+49.5 #2

P.F. 11+80.7 4.7 long 10.75 - Spread 1.28

11+66.2 Ougree 60#

10+95.1 56# Steel Barrow

1+70.7 Change Steel Scranton Steel 50#

0+36.6 Change Steel 2.44 - Mary. #60

1+42.0 = 0+00 P.S. #2

1+41 Change Steel 2.36 Maryland #65

0+69.3 #9 Rigid Frog 14.6 long

0+45.0 Change Steel D.K. 1903 65# to Ougree 60# on Ft.

0+23.6 " " 2.36 Mary. 65# to 2.44 Mary. 60# on Ft.

P.S. #6 15+89.9 = 0+00 Stationing from East to West

25+76.0 P.S. #1

Steel in Track #2

73.2 Ft. 65# Steel

43.18 " 60# "

1.42.2 " 56# "

1848.8 Ft. 50# Steel

7+63⅝ P.S. #4

7+46¼ Change Steel Carnegie 60#

7+18⅝ Change Steel on Rt. Barrow 56#

6+94½ P.F. Rigid 14½ long #9 60#

6+45⅜ Change on Left Barrow 56#

1+21¼ Change Steel Scranton 50#

0+69⅜ P.F. Rigid 14⅝ long Heel to Pt. 10.65 Spread 1.33

0+00 - P.S. #4 2.44 Maryland 60# Stationing from East to West

Steel in Track #4

277½ 60# Steel

128⅝ 56# "

1121⅛ 50# "

Steel in Track #3

448¼ 60# Steel

1644½ 50# "

10+16⅜ P.S. #3

9+77⅛ P.F. Rigid 14⅝ long Heel to Pt. 10.66 Spread 1.45

9+04⅛ Change Steel Ocree 60#

0+87⅝ Change Steel Scranton 50# 8.76

0+69⅞ P.F. Rigid 14⅝ long Heel to Pt. 10.65 Spread 1.24

0+00 P.S. #3 Ocree 60# Stationing from West to East

SAUBALI TO D.P.S.

7-15 W.J.A. R.F.

1+40 Change Steel on left 236 Mary. 65#
1+29 Change on Rt. 236 Maryland 65#

P.F. 0+69
P.S. #6 0+00 244 Maryland 60#
10+97 P.S. #5 244 Maryland 60#
7+87 P.S. #4
7+12 Change on Lt. 236 Maryland 65#
7+23 R.F. Rigid 14' long. Heel to Pt. 10.65 Spread 1.41
6+83 Change on Rt 236 Maryland 1900 65#
6+68 Change on Lt. 60#
6+41 Change on Rt. Acree 60# ✓
6+22 Change Steel on Rt. Barrow 56# ✓
1+00 Change Steel Scranton 50# ✓
0+69 P.F.
0+16 Change Steel Barrow 56# ✓
P.S. #1 0+00 244 Maryland 60# Stationing from West to East

Steel in Track #5
179 ft 65# Steel
738 ft 60# "
186 ft 56# "
109 ft 50# "

7+63 P.S. #3

Track #6

11+13⅝ P.S. #6

6+29² P.S. #10
5+90± P.F. Double Ender Narrow Gauge. 15 ft. long.
5+60 P.F. Rigid 10 ft. long #7.40
4+85⅓ P.F.
4+21³ P.S. #5
4+08¹ P.F.
3+38⁶ P.S. #4
3+19³ P.F.
2+50 P.S. #3
2+11³ P.F.
1+87± Change on Lt. 60#
1+59⁸ Changeon Rt 60#
1+42± P.S. #2

#6 Narrow Gauge from Sta 2
6+29² to 11+13⅝.

2150⅓ 60# B. Gauge
105± 60# N. Gauge
2255⅓ 60# Steel

77² 65# Steel

379⁶ 50# Steel (N.G.)

SAUSALITO
7-15
W.H. - R.F.

11+10⅝ End of Track #(14)

0+73 Hayes Derailer

0+00 P.S.# (14) Lead 33⅔ #8 Frog

10+11⅛ Pt. stub Sw.

9+78⅛ P.F. #8

0+00 = End of Spur -
Track #13

Track #13 (?)

10+11⅛

9+81⅔ 50# ...

9+72⅞ 56# Frog - 8⅝ long

50# Blk. '76

0+00

Track - ? Spur - 780⅝

Tr 14 - 11 10⅝ ✓

Steel in Track #13

8⅝ ft. 56# Steel

2013⅞ " 50# "

10+11⅛

50# Steel? B.H. Co. '16

0+00

= Track #5 = switches, Etc.

10+97.8 P.S. (5) Entering (6) Lead = 64.4 #9 Frog

3+10.2 P.S. (4) Lead = 69.5 #9 Frog.

2+07.2 P.S. (3) Lead = 68.8 #9 Frog.

1+03.9 P.S. (2) Lead = 68.8 #9 Frog.

0+69.2 P.F. #9

0+16.2

Barrow 56#

Maryland 60#

0+00 P.S. Track (1)

Stationing From West to East

SAUSALITO STOPS

7-15

W

= Track #6 = Switches, Etc.

11+13 = P.S. ⑥ Lead = 69 = #9 Frog-

9+71 = P.S. ② Lead = 69 3/4 #9 Frog-

8+63 3/4 P.S. # ③ Lead = 69 3/4 #9 Frog-

7+74 1/2 P.S. ④ Lead = 69 1/2 #9 Frog-

6+92 P.S. ⑤ Lead = 64 1/2 #9 Frog-

4+84 1/2 P.S. ⑩ Lead = 69 1/2 #7 1/2 7°40' Frog-

0+00 P.S. ⑥ Lead = 69 #7 1/2 7°40' Frog-

Stationing runs West to East

Steel = #17

Track #⑦ - Switches - Etc.

840.4 60# B. Gauge
105.6 60# N. "
946.0 60# Steel

Narrow Gauge to Sta. 1405.6

1+53.5 (1103.5 used) End of #⑦

420 Ft. 56# Steel

2+51 P.S. #⑧ Lead 72.75 #7-10 Frog

847.2 ft. 50# Steel

1+05.6 P.S. #⑨ Lead 68.8 #7-10 Frog

D.G. Lead 68.8 #7-10

0+54.6 P.F. (Narrow Gauge) #9 Frog.

0+00 - P.S. Track #⑦

Stationing from West to East

Sausalito Shops
July 7-1915
W.J.F.

# Broad Gauge Turntable Track

0+00 P.S. 0+00 Steel
65# Lead 72.5 65#
0+79.2 #9 Frog 0+44.9 121.4 ft. 65# Steel
60# 60# 138.8 " 60# "
1+27.1 1+35.2 419.9 " 56# "
56# 2+64.3 E.L. 56#
3+41.4 Turntable 3+41.4

Track #(8)

Steel in #(8)

207.8 ft. 60# Steel
167.3.4 " 50# "

9+38.1 End of Track #(8)

0+00 R.S. #(8) Lead 72.75 #7.40 Frog

Stationing from West to East

Sausalito Shops
July 1. 1915
W.J.Ft.

Stationing from East to West

Steel in Track #9
Narrow Gauge

143 5/8 ft. 60# Steel
810 1/2 " 50# "
95 9/10 " 50# Iron
23 9/10 " 56# "

Steel in Track #9
Broad Gauge

395 1/2 ft. 60# Steel
1751 1/2 ft. 50# "

Track #9 Narrow & Broad Gauge
Steel & Iron in #9

538 9/10 ft. 60# Steel
2561 5/8 ft 50# Steel
95 9/10 ft 50# Iron
23 9/10 ft 56# Iron

10+73 1/2 P.S. #9 Lead 68 8/8 #7-10 Frog.

0+51 1/2 P.F. Narr. Gauge #9 Frog

0+00 = P.S. #9 Lead = 68 8/8 #7-10 Frog.

Sausalito Shops
July 7. 1915
W.J.H.

4+81-

# Track #10

Lead N. Gauge 54 7/8 - #9 Frog

15+35 8/8 P.S. #(10) Lead 68 2/8 #7-10 Frog

Lead N. Gauge = 54 7/8 #9 Frog.

14+17 8/8 P.S. #(9) Lead B. Gauge 68 8/8 #7-10 Frog.

Lead B. Gauge 68 8/8 #7-10 Frog.

7+35 0/0 P.S. #(7) Lead N. Gauge 54 6/8 #9 Frog.

0+00 = P.S. #(10) Lead 69 1/8 #7-10 Frog

Stationing from West to East

## Steel in Track #10

1447 2/8 ft. 60# Steel

3160 2/8 ft 50# "

Narrow & Broad Gauge

Sausalito Shops
July 7-1915
W. J. F.

Track #11

12+11½ End of Track #11.

14+96½ P.S. #13 (Stub Sw.) Lead 32½ #7-10 Frog

14+03½ P.S. #14 (Stub) Lead 33½ (#8 Frog?)

0+00 P.S. #1 Lead 48½ #9 Frog.

"

2+79 P.S. #11

0+00 P.S. #15

Stationing from West to East

Steel in Track #11 Narrow Gauge

43½ ft. 60# steel
441½ " 50# "
18½ " 56# "
1920½ " 40# " (Rhymney steel)

Sausalito Shops
July 1, 1913
W.J.H.

Track #15 Length = 872 N. G. Length = 700±

Broad Gauge

| | |
|---|---|
| 303± | 60# Steel |
| 467± | 56# " |
| 812± | 50# " |
| 113± | 54# " |
| 48± | 30# " |

Narrow Gauge

| | |
|---|---|
| 64± ft. | 60# Steel |
| 41± " | 56# " |
| 594± " | 50# " |

Track #16

749± P.S. #16 Lead 53± #10 Frog.

0+00 = P.S. #16 Lead = 66± #7-10 Frog

0+76± = P.S. #16.

0+00 P.S. #18

Stationing from West to East

Steel in Track #16

| | |
|---|---|
| 306± ft. | 60# Steel |
| 67± ft. | 56# " |
| 1065± ft | 50# " |

Sausal to Shops
July 8-1915
W. J. H.

Track # 18

11+49 7 P.S. (15) Lead 62 4 # 9 Frog.

10+73 6 P.S. (16) Lead 66 4 # 7-40 Frog

9+91 9 P.S. (17) Lead = 48 3 # 6 Frog. 3.07 / .5 =

0+00 - P.S. # (18) Lead - 69 2 # 7-40 Frog

Stationing from East to West

Steel in Track # (18)

776 3 60# Steel

91 2 56# "

1513 6 50# "

Sausalito Shops
July 8-1915
W.J.A.

Track #(17)

Steel in Track #(17)

7+19.2 End of Track #(17)

156.5 ft. 60# Steel
6.2 ft. 56# "
1275.1 ft. 50# "

6+42.6 P.S. (16) Lead 53.3 #10 Frog

0+00 P.S. (17) Lead 48.3 #6 Frog. ? .307 =

Stationing - West to East

Sausalito Shops
July 6-1915
W.J.H.

Track #19

Steel in Track #19

676 ± ft. 60# steel
60 ± ft. 56# "
1126 ± ft. 50# "

9+31 ± P.S. #19 Lead 69 ± #9 Frog

10+00 - P.S. # 19 Lead 68 ± #9 Frog

Stationing - East to West

Salsalito Shops
July 8-1915
W.J.H.

Track #20

## Stub Tracks

1011 7/12 ft. 30# Steel } #1
566 1/2 " 50# " }

244 ft. 30# Steel in Stub #2

Steel in Track #20
1245 8/12 60# Steel

6+22 2/12 P.S. #20 Lead 56 7/12 #6? Frog 3.0°/5 =

0+79 4/12 P.S. #21 Lead 59 2/12 #9 Frog

0+00 P.S. #28 Lead 67 4/12 #9 Frog

Stationing - Inlet to East

Sausalito Shops
1-8/15
W.J.H.

Track # (23)

2+60 9 End of Track # (23) (Edge of Turntable)
1+10 7 Beginning of Narrow Gauge
0+00 P.S. # (23) Lead = 54' # 6 Frog

Track # (21)

Stationing East to West —

4+88 = P.S. # (21) Lead 59 9 # 9 Frog

0+00 P.S. # (21) Lead = 48 3 # Frog # 6 323/5 =

Stationing from East to West

Steel in Track # 23 B.G.

143 6 ft. 60# Steel
80 5 " 56# "
297 1 " 30# "
300 1 " 40# " N.G.

Sausalito shops
7/8/15
W.J.F.

# Track #24

6+21 P.S. #24 Lead 36½ # ? Frog 31/5 =

5+76⅔ P.S. #25 Lead 34⅔ #8 Frog. 105/5 =

3+63½ E.L. Turntable & End of B. Gauge

3+06 W.L. Turntable

N. Gauge Lead 118⅔ #9 Frog

1+32⅔ P.S. #26 Lead 62⅝ #7-40 Frog

0+00 P.S. #27 Lead 69⅔ #7-40 Frog

0+82½ P.S. #24

0+00 P.S. #23

Stationing - West to East

Steel in Track #24

Narrow Gauge

334⅔ ft. 60# Steel
1153⅝ " 56# "
453⅔ " 50# "

3rd Rail

201½ ft. 60# steel
162⅓ " 56# "

4th Rail

107 1/2 ft. 56# steel

Steel in Track #22

Broad Gauge

5197⅜ ft. 60# steel
287⅝ " 65# "
269⅜ " 56# "
89⅔ " 50# "
333⅙ " 75# "
49⅜ " 54# "

Narrow Gauge

166⅜ ft. 75# Steel
40⅔ " 65# "
21⅙ " 56# "
626⅔ " 50# "

Sarsaltashops
1/8/15
W.J.H.

Track #(26)

6+41.2 End of Track #(26)

5+00.5 P.S. #(11) Lead 36.4 #? Frog 3.4/5

4+55.7 P.S. #(27) Lead 40.2 #7-40 Frog

1+49.6 P.S. #(28) Lead 39.4 #7-10 Frog N. Gauge.

N. Gauge Lead 48.6 #9-Frog.

0+00 P.S. #(26) Lead 62.5 #7-40 Frog

Stationing West to East

Steel in Track #26

Narrow Gauge

156.8 ft. 60# Steel

140.2 " 56# "

985.2 " 50# "

3rd Rail

164.7 ft. 60# Steel

Track #(25)

2+09.9 End of Track #(25)

0+00 P.S. #(25) Lead 34.0 #8 Frog 4.05/5

Stationing - East to West

Steel in Track #25

419.8 ft. 50# Steel

3a15a 1/16/15 W.J.H.

## Track #29

3+17½ End of Track #29

N. Gauge Lead 55' - #9 Frog.

0+00 P.S. #29 Lead-68½ #10 Frg.

Stationing East to West

## Track #28

5+15½ End of N. Gauge - Track #28

4+51⅙ End of B. Gauge

0+00 - P.S. #28 Lead-39½ #7-10 Frog.

## Track #27

4+91½ End of Track #27

0+00 P.S. #27 Lead 40½ - #7-10 Frog

Stationing East to West

## Steel in Track #29

223½ ft. 60# Steel
483½ " 56# "
244½ " 50# "

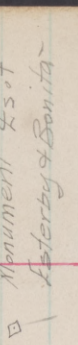
## Steel in Track #28 Narrow Gauge

15½ ft. 60# Steel
44½ " 56# "
97+2½ " 50# "
3rd Rail
176 ft. 56# Steel
437½ " 50# "

## Steel in Track #27

15 ft. 56# Steel
368½ ft. 50# "

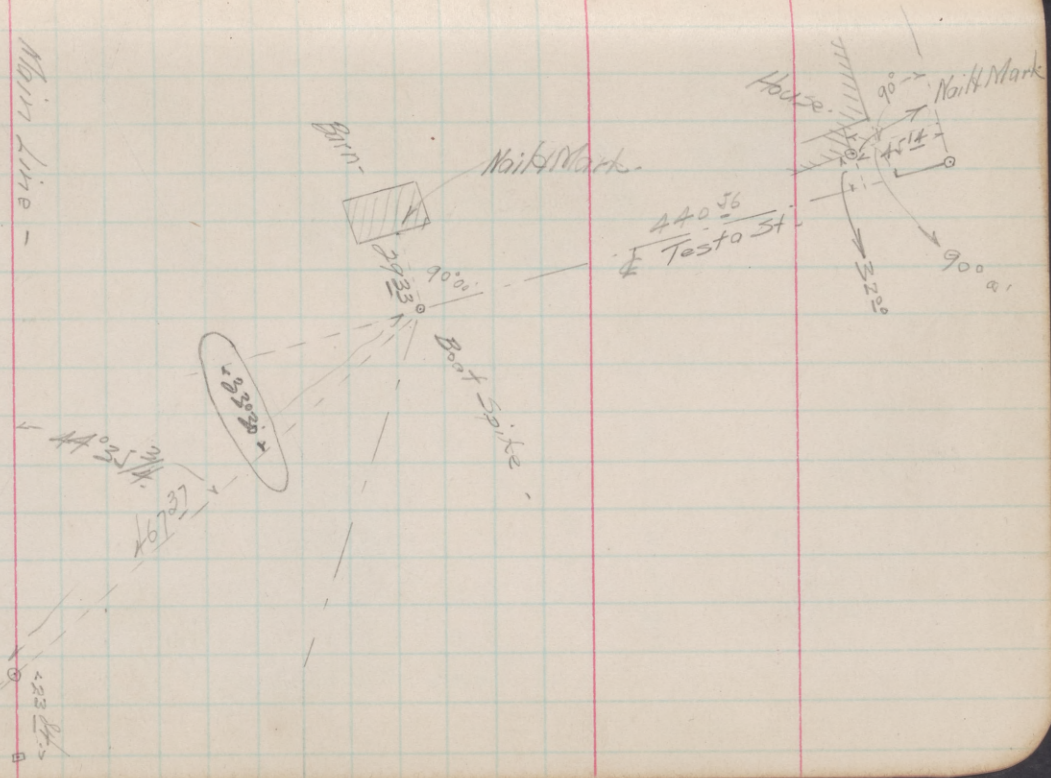
Sausalito to Shops.
7/9/16
W.J.A.

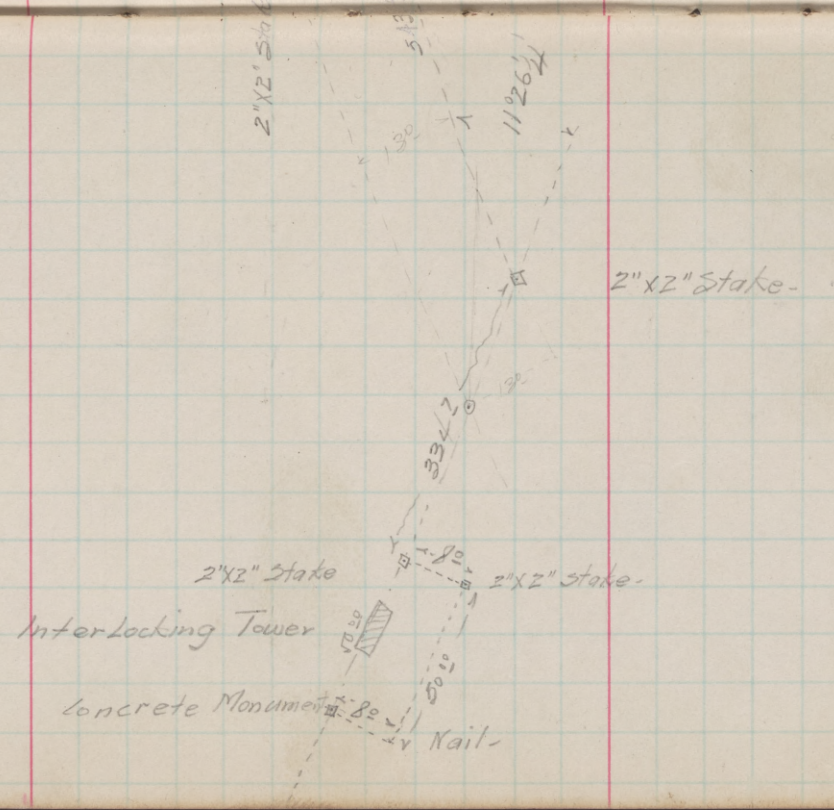



℄ Bonita St.

SAUSALITO SHOPS -
Tie To Street Corner -
Pt. of Inters. Bonita & Testa St -
W. T. R. 7-7-15
W. V. A - B. D. F.

℄ N.B Track


Main Line 1
Barn
Nail & Mark
Boat Spike
House
Nail & Mark
90°
90°
90°
N 22°
E Testo St
Stake


2"X2" Stake
11'26"
2"X2" Stake-
33'7"
2"X2" Stake
2"X2" Stake-
Interlocking Tower
Concrete Monument
Nail-

2+40 23 2"X2" Stake -

Nail In Tel. Pole -

℄ Bet. Tracks

0+07 62 2"X2" Stake -

Nail In Tel. Pole -

0+00 = P.I. ℄ Bet. E.B. & W.B. Tracks And The East Line Johnson St

Boat Spike Set By City Engr.

℄ of Johnson St

88°18'
19.98'
30.06
37.68
38°38'
35.93

2"x2" Stake - 12+07.62 — 7.2' — 2"x2" Stake

Mason's Co.

Street

℄ Bet. L.B. & W.B.O. Tracks

Offset Line →

Nail in Tie

B. 7.2' — 6+07.62 2"x2" Stake -

℄ Turney St.

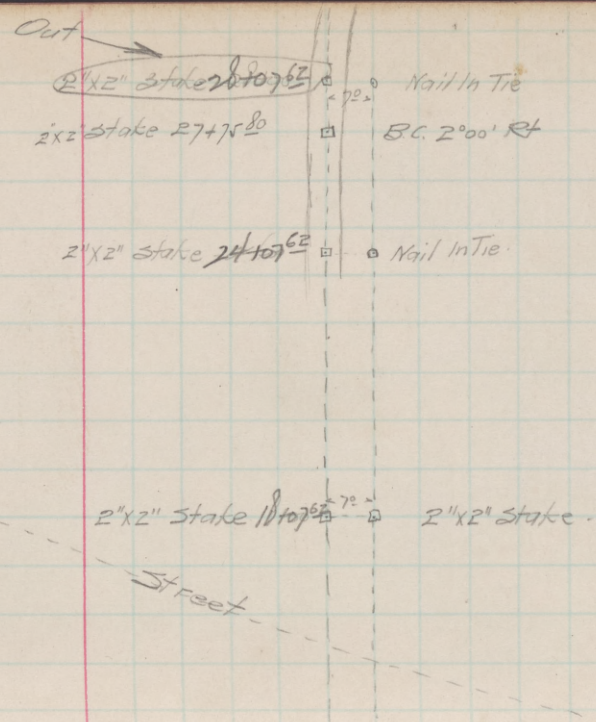
15° 38'

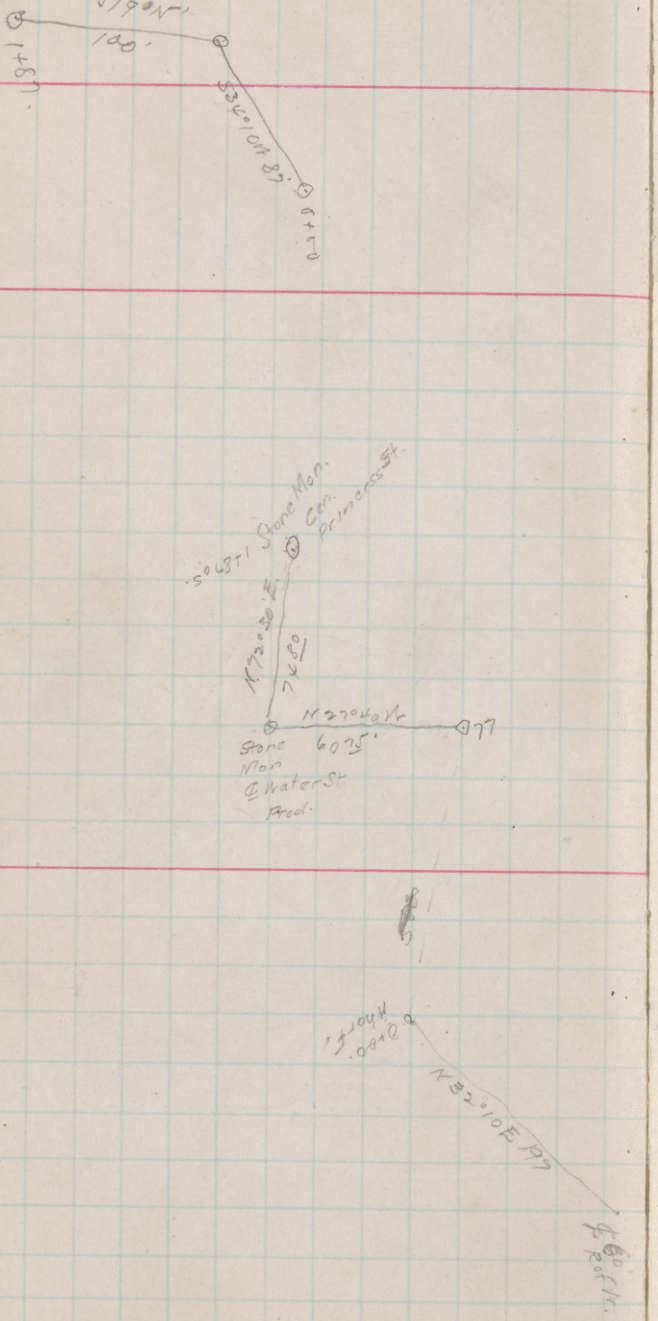
2° Curve Rt. Δ = 15° 37½'

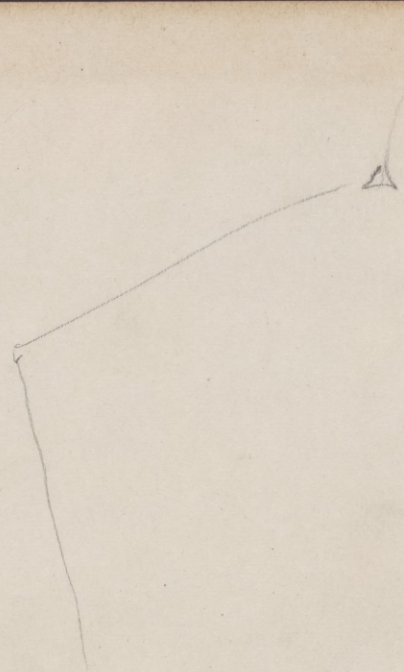
Arc = 781 ✓ S.T. = 393.0 ✓

B.C. = 27+75.80

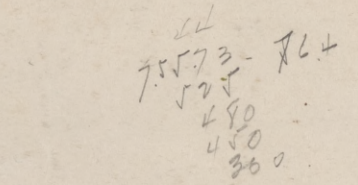
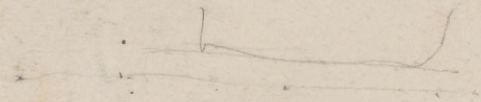
E.C. = 35+56.80 ✓




1+81
N 69½ W
100.
S 32°10½ E 87.
0+00
Stone Mon.
Cor.
Princess St.
S 04 ST E
N 32°30 W
746.80
N 37°04½ W
77
6075'
Stone
Mon
& Water St
Prod.
N 32°10 E 797
2+60
R 20 ft.



(832 60#)

7.38
7.43
7.46

4+38 End of Bumper
+31 " Serviceable Track
2+05 4 P.F. #9
2+50 EC. Beyond Frog
1+29 9 P.S.
0+80 3 P.F. #9
0+00 = 14 6 N. 6 fold P.S.